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ATLANTIC FISHERMAN

VOL. XIX Registered U. S. Patent Office NO. 11
DECEMBER, 1938



Globe Photo

AND ROPE MUST BE BALANCED, TOO!

The twist in the yarns and the twist in the strands of Columbian Rope balance perfectly to produce a non-kinking rope. But this is not the only balance. The proper lubrication so necessary to long service is correctly balanced with the proper degree of water-proofing. The result is that wet or dry, hot or cold, Columbian stands up, stays flexible and easy to handle.

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The 1050-H.P. "NEPTUNE,"
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equipped, single-screw
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**Puget Sound Tug and Barge Company,
Inc., Picks Shell Lubricants for New
Pacific Coast Diesel Tug**

OVER A YEAR AGO, Shell Marine Lubricants went into the entire Diesel-powered fleet of the Puget Sound Tug and Barge Company, Inc.

This company now reports: "Bearing and cylinder wear has been negligible . . . piston rings free after long periods of continuous operation."

A year of operating—often under overload conditions in all kinds of weather—proved that Shell Marine Lubricants stand the gaff!

That is why, when Puget Sound's new tug *Neptune* was ready for launching, Shell Marine Argus Oil was chosen!

This new tug, powered with a 1050-

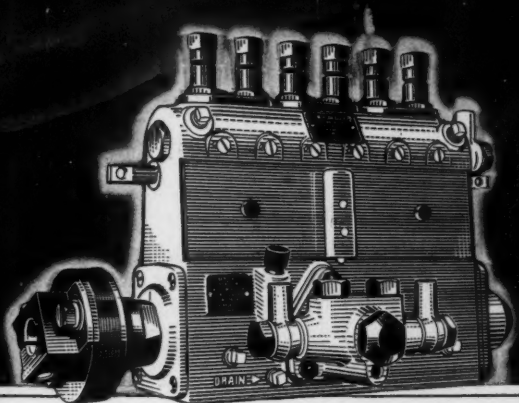
H.P. Diesel, has completed hundreds of hours of operation. Its owners say that this oil has more than lived up to expectations, justifying their confidence in Shell Marine Argus Oil.

If you are a Marine Diesel operator, then you realize you cannot afford to gamble with Diesel lubricants. Shell Marine Lubricants have proved themselves *in action*, time after time, as in the above case. It is plain *good business* to talk with the Shell Engineer. Simply call your nearest Shell office—a Shell representative will be right on the job.

**SHELL
MARINE
LUBRICANTS**

Yours!—This Key

to the greatest fuel injection knowledge in America



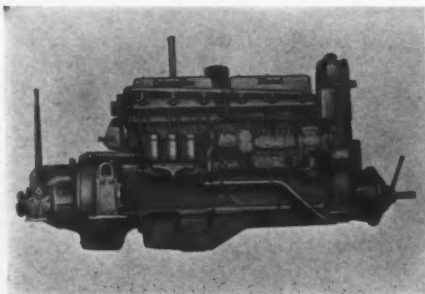
YOURS at American Bosch...the facilities of America's largest research laboratories specializing in Fuel Injection. *Yours at American Bosch...the largest, most comprehensive Injection engineering experience. Yours at American Bosch...reservoirs of knowledge that have made American Bosch Fuel Injection Equipment the standard of America.—AMERICAN BOSCH CORPORATION, Springfield, Mass.*

AMERICAN BOSCH

Fuel Injection  *Equipment*

RELIABLE POWER

FOR THE FISHERMAN



• Shrimp-boat "Lussin," out of Freeport, Long Island. Powered by a "Caterpillar" Diesel D13000 Marine Engine. Peter Budnick, owner. Fuel consumption is reported to be only 4 gallons of 6½¢ fuel an hour. The D13000 with Joe's clutch is shown herewith.



REPORTS of outstanding fuel-economy with the new "Caterpillar" Diesel Marine Engines are already coming in! The D13000 in the shrimp-boat "Lussin" is reported using only 4 gallons of 6½¢ fuel an hour!

But it wasn't only the prospect of worth-while savings on fuel that made "Caterpillar" Diesel Marine Engines so quickly and widely accepted in the coastal fishing-fleets. The name "Caterpillar" long ago established itself as standing for *dependable* power. News got around the waterfronts. And many boat-owners wanted "Caterpillar" Diesels badly enough to do their own marining—at their own expense!

But that's no longer necessary. For these factory-built marine packages give the same, sure, trustworthy performance that has made the name "Caterpillar" Diesel far-famed!

Sturdy in construction and rated for continuous duty (24 hours a day, 365 days a year) . . . simple in design to keep it free from frequent and delicate adjustments . . . backed by the most complete service facilities of any Diesel engine . . . *you can count on "Caterpillar" Diesels to take you there and bring you back with extra profit for the trip!* See your nearest "Caterpillar" dealer, or write direct for more information.

CATERPILLAR TRACTOR CO., PEORIA, ILLINOIS

THE "CATERPILLAR" DIESEL MARINE ENGINE

is available in three sizes

8 CYLINDER

5¼ ins. x 8 ins. • 900 r. p. m.
135 b. h. p. Continuous Duty

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6 CYLINDER

5¼ ins. x 8 ins. • 900 r. p. m.
100 b. h. p. Continuous Duty

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6 CYLINDER

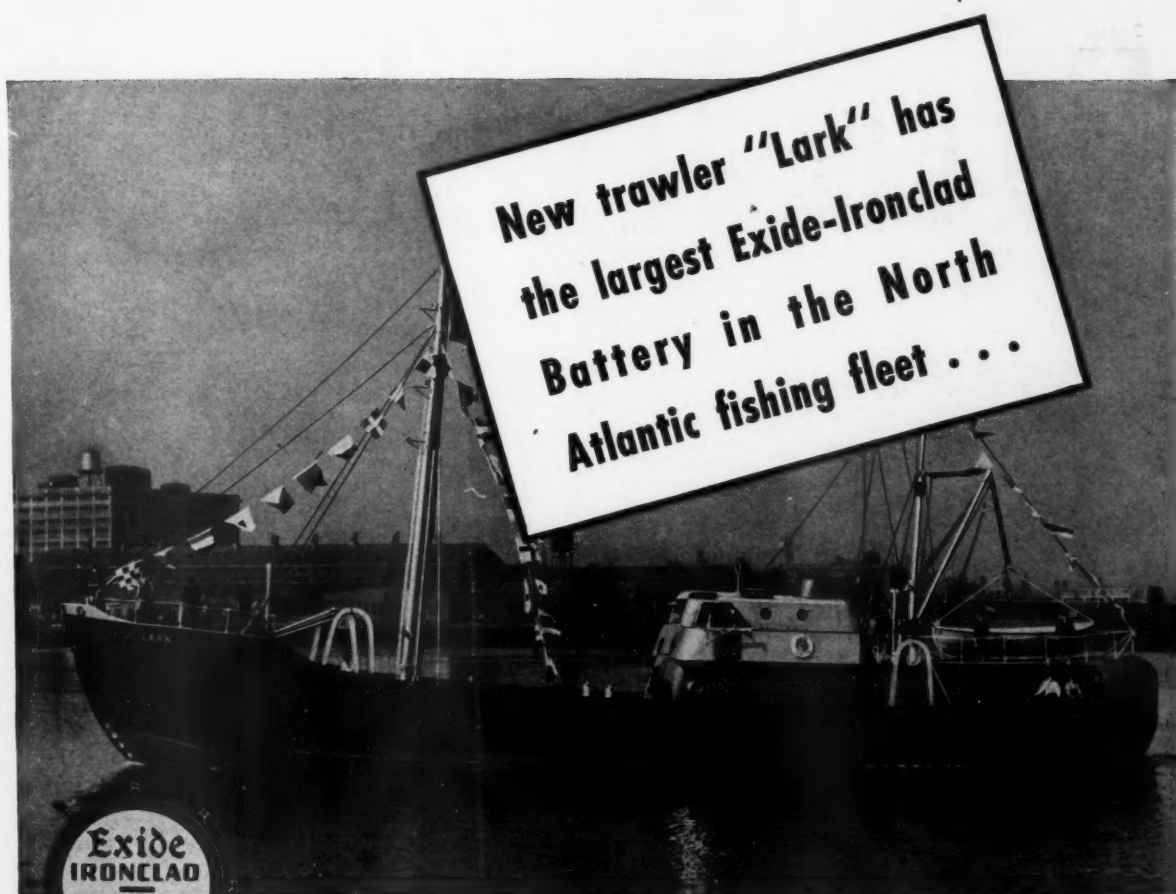
5¼ ins. x 8 ins. • 900 r. p. m.
80 b. h. p. Continuous Duty

SEE THE "CATERPILLAR"
DIESEL MARINE ENGINES
AT THE
NEW YORK MOTOR BOAT SHOW
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CATERPILLAR

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DIESEL ENGINES • DIESEL-ELECTRIC GENERATOR SETS



"LARK" is a splendid new trawler, just launched, with an overall length of 128 ft. 6 in. She is completely equipped, with hoists, fans, pumps, lighting system, oil-burner motor, electric refrigeration and similar electrical auxiliaries.

Their operation is safeguarded by the use of an Exide-Ironclad Marine Battery floated on the main bus. Its size is such that it can operate the fish hoists during the entire unloading operation without making it necessary to start any auxiliary generators.

For routine service or for exceptional installations such as this, it is noteworthy that Exide-Ironclad Marine Batteries are so often selected. The reason is that they have proved their dependability in marine service under every condition afloat.

There are 6 and 12 volt Exides for small boats, and 32 and 115 volt batteries, both Exide and Exide-Ironclad, for large craft—all of *genuine marine type and quality*. Why not get in touch with us today?

THE ELECTRIC STORAGE BATTERY CO., Philadelphia
The World's Largest Manufacturers of Storage Batteries for Every Purpose
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To mark the fiftieth anniversary of Exide Batteries, a handsome souvenir booklet has been prepared, illustrating the essential part these batteries play in daily life. Write, and we will gladly send you a free copy.



Trawler "Lark" owned by the Cape Cod Trawling Company, and built by the General Ship & Engine Works at East Boston, Mass. Equipped with a 56-cell Exide-Ironclad Marine Battery of 372 amp. hr. capacity, installed by Bromfield Manufacturing Co., Inc., Boston.



Showing half of a typical 56-cell Exide-Ironclad Marine Battery, Type TLM.

**"WE HAVE *Never Missed* A TRIP
ON ACCOUNT OF ENGINE TROUBLE,"
*Says Capt. Leonard Patrick***



The 65' "Etta K", owned by Capt. Leonard Patrick of Glen Cove, L.I., and skippered by Capt. V. N. Gray, is powered by a 4 cylinder, 9" x 12", Atlas Diesel, rated 110 H.P. at 325 R.P.M. The engine was installed in 1930, and after eight years service, here is Capt. Patrick's report:

"I cannot recommend too highly the engines of the Atlas Company. During October, 1937, I had the engine of my fishing boat, the 'Etta K' rebuilt, and thoroughly checked every part for the first time since it was installed in 1930.

"As this was the first time that a piston was pulled on this engine in six years I was anxious to learn the wear of same and found that only the

top ring of each piston was frozen and could only take out a .006 shim of the connecting rods and .002 out of the main bearings and a maximum wear of .017 on the cylinders.

"The 'Etta K' is used for scalloping in the Summer and dragging in the Winter, and we have never missed a trip on account of engine trouble, nor been towed in."

It's performance like this that makes a boat owner glad that he bought an Atlas Diesel. It is one thing to think you are right when you choose a particular engine—but there is deep satisfaction when eight years satisfactory operation confirms your previous judgment. It's always good business to select an Atlas Diesel and be sure.

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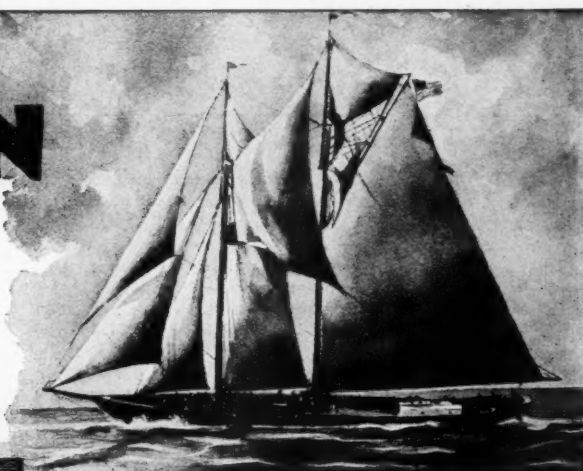
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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



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The Trade Agreement and The Labor Treaty

ACCORDING to the Oyster Institute of North America, the oyster industry will profit under the new trade agreement with the United Kingdom and Canada, which becomes effective January 1, 1939. This new trade pact lowers duties on imports of oysters into the United Kingdom and Canada, which strengthens the position of the oyster industry in the building up of an export trade.

But other fishery products will suffer from reductions in our protective tariff rates on imports from Canada.

Fishermen of New England are already feeling the effects of the recent Anglo-American Trade Agreement, according to Edward H. Cooley, Manager of the Massachusetts Fisheries Association and Secretary of the Federated Fishing Boats of New England and New York.

Mr. Cooley says that the present surplus of fish in New England is fast growing and the increase of fish in storage bids fair to become more serious than ever before. This situation will be augmented by the reduction of duty in Canadian fillets, to become effective January 1st.

The fishing industry is seeking in every way to secure for itself the same protection accorded the farmer. Mr. Cooley states that he does not blame the American officials who were forced into the Trade Agreement—if one is to believe the leaders of the Canadian Industry—in their statement that, unless duties were lowered, there would be no Canadian Treaty. Time only can tell what the cost ultimately will be.

"The large industries are being assisted by the Government by penalizing small industries, as fishing. The explanation of the State Department is not supported by facts," states Mr. Cooley. "One can only read in the statement released, that the domestic industry cannot supply the market for fillets. This is absolutely unsupportable. Every pound of fish from the North Atlantic must be caught in international waters, where the domestic industry fishes. Our own domestic industry could catch the same fish Canada does, and which is now given to Canada at a direct cost and loss to domestic industry."

"The State Department also states 'The concession on the most competitive product, fillets, is safeguarded by the Tariff Quota.' Nobody but the visionary could consider the word 'safeguarded' properly used in this text. The quota as such is a farce, in view of the fact that this quota allows Canada more than double her annual business in the United States."

"Why not be fair to the fishing industry, asks Mr. Cooley,

and protect it in the same degree as other industries? We see enthusiastic quotations from people benefiting from the Treaty, but very little from industries who are forced to take the penalty."

International Labor Organization Treaty to Become Effective October 29, 1939

Today no licensed men are required on motor vessels engaged in any branch of the fishing industry propelled by internal combustion engines under 300 tons. Under this Treaty and as the law of the land stands at this moment, if an exemption bill is not passed to correct the situation, all such fishing boats will be required to carry a licensed master, a licensed mate, a licensed chief engineer and a licensed assistant engineer.

Under the Treaty it is only possible to exempt those boats under 200 tons. For fishing boats between 200 and 300 tons nothing can be done until the Treaty has been in force for ten years. If the exemption act as provided in the Treaty is not passed at this next session of Congress, it means that every fishing boat from the very smallest operating or fishing in the waters of the Atlantic, Pacific or the Gulf of Mexico will be required to carry four licensed officers.

Following is copy of an exemption bill prepared by George W. Rappelyea, marine attorney, of Baltimore, Md.

"76th Congress, First Session, House of Representatives, A Bill to exempt from the provisions of Draft Convention No. 53 of the International Labor Conference Treaty of 1936 all American vessels under 200 tons.

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that in accordance with the authority granted in the second clause of Article One of the International Labor Conference Treaty draft Convention (No. 53) adopted by the International Labor Conference at Geneva in 1936 and ratified by the United States Senate in 1938 during the third session of the 75th Congress, that all vessels of less than 200 gross registered tonnage owned by citizens of the United States of America shall be excepted or exempted from the provisions of the said Treaty."

As an assurance for the continued legal operation of fishing craft, all fishing associations should urge their Congressional delegates to sponsor legislation in the 1939 session, which will exempt vessels of less than 200 gross registered tons from provisions of the International Labor Treaty.

Booth is Preventing Accidents

By C. A. Linder, Secretary-Treasurer of the
Booth Fisheries Corporation, Chicago, Ill.

BOOTH Fisheries is deeply interested in accident prevention work throughout its various operations. We undertook this organized safety work several years ago, for two reasons:

First, because accidents were seen to be wasteful in men, materials, time and money; and second, because we found that many accidents were entirely needless and preventable.

I might say that Booth Fisheries almost stumbled upon the line of investigation that led us to begin safety work. The costs of some of our operations seemed to me to be excessive. As I looked into these costs, frequently some item of loss or of unusual cost was found to be connected with an accident. When I gathered these items together over a considerable period and added them up, the total was disturbing.

Frankly, then, it was the money losses that prodded Booth Fisheries into a study of our accidents and led us to do something about them.

Booth Fisheries is engaged in three quite distinct divisions of activity, with branches throughout the United States and Canada. We operate twenty-three fishing vessels, including Diesel driven trawlers and others of the steam-vessel variety; we have numerous cold storage plants where the fish are packed and otherwise handled; and we operate 120 motor vehicles, grouped in small fleets at various points of the countries.

Previous to my discovery of excessive accident losses, Booth Fisheries had had no experience in safety work. We knew almost nothing about how to begin. But it seemed logical to try to find out why some of these accidents had occurred, and through a study of the circumstances to learn, perhaps, ways of preventing similar accidents.

About this time it was our good fortune to contact the National Safety Council, and we became members of the Food Section of that organization. We learned not only that all accidents have definite causes, but that these causes may be placed in two general classifications: (1) faulty environment, and (2) faulty human behavior. Examples of the first are unguarded machinery, broken steps of stairways or ladders, slippery decks or floors, and a host of other physical conditions. The second classification includes all those failures of individuals attributable to recklessness, thoughtlessness, ignorance, miscalculation, lack of training, etc.

The main point is that the causes of practically all accidents lie in either physical or human defects of some kind; we can, therefore, usually prevent the potential accident by correcting the fault when we have found it.

So Booth Fisheries learned that the first essential of an accident prevention program is the keeping of good accident records. We had found our own accident records most inadequate. It is little help to have a ship master report that a man fell on the deck; but it is illuminating when he explains that there was a spot of oil or grease where the man stepped. Another report may state that a man's finger was cut and infection developed; we know why when it is explained that the man was using an unguarded knife and that he neglected first aid measures.

Having the causes of accidents clearly in mind, it is possible to take definite measures to prevent them. Where safeguarding is possible, equipment repaired, and safer equipment provided, these steps are strongly recommended. It is true that more accidents are caused by human failure than by machinery and other defective equipment. Yet experience shows that a very large percentage of the more severe accidents—in other words, the more costly accidents—are caused by defective physical environment.

Booth's experience, as well as that of other industries, convinces us that it pays to organize thoroughly against all accidents. Some companies, it is true, have concentrated upon

teaching safe practices to employees. This, of course, is an essential part of the safety program, because faulty human behavior can be corrected in no other way. But hanging up safety signs, warning the employee about hazards, and personally demonstrating to him the safe way to work, are only half the battle. Each employee is entitled also to have a safe place in which to work.

The proper type of organization against accidents is a matter for individual study, and may vary with the industry. But in Booth's case, with our three divisions of activity, we have found it effective to place responsibility for safe operation upon our branch managers. On shipboard, of course, the captain is supreme. This does not mean, however, that the chief executives of our company have shifted or denied their own responsibility for accidents. We know that it is our part to provide the safeguarding and safe equipment, to insist upon safe operation by these branch managers, and to follow through continually with a general supervision that can overlook no failure.

Booth Fisheries is just as insistent upon having regular accident reports from our managers as reports upon operations and costs. Each manager knows that it is his job to keep the accident losses down. We provide him with safety literature, safety posters, support him in the safety plans he devises, and then expect him to get results. He knows that it is a poor time to prevent an accident after it has happened; therefore, by regular inspections and continual watchfulness of the employees at their jobs, he tries to foresee the development of faulty circumstances and prevent them.

What, then has Booth been able to accomplish by its accident prevention work? Not as much as we would like; certainly, we have not been as successful as many other business organizations with whose safety records I am familiar through the National Safety Council. But I do believe that we are on our way to a very satisfactory reduction in these accident wastes. Booth Fisheries became members of the National Safety Council in 1936; the previous year, therefore reflects the experience of our company prior to the beginning of safety efforts. Here is the record:

| Year | Motor Vehicle Accidents | Industrial Accidents | Vessel Accidents |
|---------------|----------------------------|-------------------------|---------------------|
| 1935 | 101 | 240 | 19 |
| 1936 | 89 | 222 | 15 |
| 1937 | 73 | 204 | 10 |
| 1938 (7 mos.) | 37 | 91 | 3 |

When I look over the records of some other business companies in our Food Section of the Council, and see that they have reduced accidents in a single year as much as 50 per cent, I feel a natural chagrin. Knowing, too, that most of the accident hazards in all industries are very similar, and that standard methods of prevention, worked out over many years and proved by long use, are usually effective in achieving results in safety, I feel that our own organization might have done much more than it did.

Booth Fisheries is, however, determined that improvement in all divisions of its operations shall continue. Recently we have become interested in joining the Motor Vehicle Section of the Council, and in placing our motor fleet in the Section's Annual Safety Contest. We are curious to see what effect this idea of competition in safety may have among the drivers of our vehicles, and we are hopeful that notable results may be achieved—as undoubtedly has been the case in other similar organizations.

Our experience has convinced us that safety of operation in any human activity is merely a matter of wanting to avoid accidents intensely enough to put in practice the measures that will prevent them. These measures will prevent both human injuries and property losses.

Problems of New England Fisheries

By W. C. Herrington, In Charge, North Atlantic
Fishery Investigations, U. S. Bureau of Fisheries

TECHNICAL developments in the New England fisheries during the past fifteen years have brought striking changes in the problems confronting the industry. Fishing boat design has experienced some of the greatest innovations since the first introduction of the otter trawler, changes which are most pronounced in hull design and mechanical equipment. As a result of these developments boats have an increased producing capacity which is less affected by weather conditions and local changes in the abundance of fish. The recent trawler building program indicates that much of the industry is agreed that the larger trawler is a more efficient producing unit than the medium and small dragger. Although the fleet of large trawlers now ranges in quest of fish from South Channel as far as Quereau and occasionally to the Grand Banks, depending on where fishing is most profitable, increased cruising speed and improved methods of refrigeration make it possible to land the fish in marketable condition.

Fish Distribution Revolutionized by New Developments

Technological improvements in methods of packaging and handling fish have revolutionized the distributing end of the fishing business. Development of filleting and improvements in quick freezing have practically eliminated salt fish from the American diet and have opened extensive new mid-continental markets to ocean fish. Freezing and cold storage have overcome the evils of temporary gluts and shortages, but have not solved the problem of long periods of over- or underproduction.

Freezing and cold storage also have caused a major change in seasonal price fluctuations. This change is exemplified by the winter-summer price variation in haddock. In 1928, the highest average price received for large haddock was 6.1 cents a pound in February, while the lowest was 1.8 cents in May. Nine years later, in 1937, the highest price was 4.5 cents in November while the lowest was 2.2 cents in April. As a consequence summer fishing in recent years has been more profitable than in the past, while winter fishing has been less profitable. There has been an increasing tendency to operate the large trawlers throughout the year instead of tying them up during the summer as in past years.

Most Efficient Use of Supply is Major Problem

With the increasing efficiency and intensity of fishing activities, the major problem of the New England fisheries, more than ever before, is the most efficient utilization of the supply of fish available on the grounds within easy range of the New England fishing fleets. If production can be kept high and costs low, fishery products will be able to compete advantageously in the American market with other food stuffs, providing the industry satisfies the requirements of sanitation, preservation, and distribution which must be met in any modern progressive food-producing industry. In a competi-

tive system such as ours, the technological and economic problems usually are adequately handled by private initiative, although in certain special fields and in emergencies, government help may prove desirable.

In contrast to this, private initiative when dealing with a public resource does not always have the requisite information to enable it to utilize the supply with due consideration for the future welfare either of the industry or of the public. This may result in the reduction of the resource below the most productive level. As a consequence, total production is limited because of the curtailed supply, or because of the more limited market resulting from higher prices due to increased production costs. It follows that the economic status of the fishermen then must be reduced because of a lower income from smaller catches or because of the failure of the market to absorb sufficient quantities of fish at the higher prices made necessary by higher cost of production.

Fishery Science is Finding Solution for Haddock Fishery

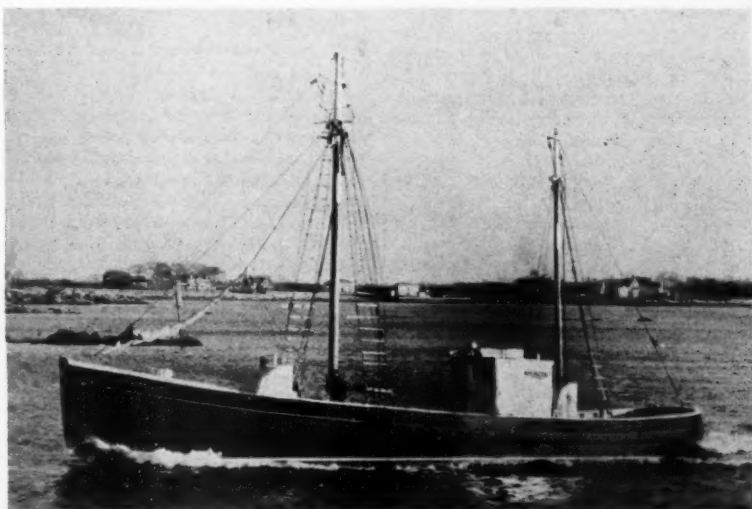
All this, of course, leads to the question of what the Bureau of Fisheries can contribute toward the solution of the problem of "most efficient utilization of the fish supply." Is this problem like the weather, "everybody talks about it, but no one does anything about it"? The situation does not appear to be as bad as that, for granted the funds to make possible a thorough study of a fishery, there usually are many things that can be recommended to the industry which will result in a consistently higher yield than otherwise would be possible. An example is the otter trawl fishery for haddock which in the past has been known to destroy annually many millions of baby haddock below market size. After an extensive study in co-operation with the industry, the Bureau recommended certain changes in the construction of the otter trawls which would reduce the destruction of young fish by about 80 per cent.

Further intensive studies of the haddock fishery have begun to indicate the causes for the great changes in the abundance of haddock on Georges Bank and South Channel, changes that have been to some extent independent of the effect of the commercial fishery. These studies are now beginning to point to that long-sought goal of those interested in the welfare of the fisheries: The optimum level of abundance, and the method

by which the fish population might be brought to that level so that it will permit a continuous annual catch much greater than has been possible in the past. Solution of these problems will contribute more to the future welfare of the fisheries and fishermen than anything else the Bureau might do.

Georges Bank and So. Channel Must Be Maintained at Productive Levels.

It is sometimes argued that there is no reason for concern over the possibility of fishing out Georges



"Rose Marie" of Gloucester, Mass., 80 ft. in length, owned by Captains Thomas Scola and Joseph Rallo. Powered with a 180 hp. Cooper-Bessemer Diesel engine, and Esso-marine lubricated. Speed 9½ knots.

Bank and South Channel, for although the productivity of this area was greatly reduced, plenty of fish could still be found on the Nova Scotian and on the Newfoundland Banks, even though Canadian, Newfoundland, French, and Portuguese boats already are fishing there. This argument is no more tenable than the one that Farmer Smith should completely farm out and impoverish the rich land surrounding his farm buildings with no thought to the future because, he argues, he thinks he can get crops from fields several miles down the road or over in the next county when the nearby land no longer yields paying quantities. It must also be considered that Georges Bank and South Channel are among the most productive fishing grounds in the world, providing haddock, cod, and other species of fish generally believed to be much superior in quality to the catch taken on the banks to the eastward. These grounds also are the nearest to New England markets, making it possible to land the catch in better condition owing to the shorter run to port, and the production cost is less for the same reason. There can be no question but that the maintenance of a productive fishery on these grounds is one of the most important problems of the New England fisheries.

Other Problems of Offshore Fisheries

There are many other important problems concerning fish supplies which face the New England industry. Can the red-fish grounds continue to supply a catch of the present magnitude? Can the catch be increased or will it eventually fall to a lower level and force the industry to turn to other species? What is the potential supply of cod, pollock, flounders, whiting, hake, and other species at present not fully exploited? What are the causes of the sudden changes in mackerel availability which resulted in such wide and unexpected fluctuations in the mackerel catch in 1936, 1937, and 1938, and caused much hardship among mackerel fishermen? Can these changes be foreseen and provided against? Can we determine where the mackerel are during such seasons as 1937 and thus help to increase the catch at such times, thereby helping both the fishermen and dealers? These are a few of the questions for which as yet we have no answer. Investigations are progressing to the extent that limited personnel and equipment permit. Chief limitation at present is the lack of an able research ship to carry on work at sea which is essential to the solution of some of the major issues.

What Can Be Done for the Inshore Fisheries?

The most important problems of the inshore fisheries differ in many respects from those just discussed. In general, inshore grounds have been intensively fished for a longer period than the offshore banks with the result that fish now are relatively scarce. To some extent these grounds lie in territorial waters and thus come under the jurisdiction of the several states. The fisheries are carried on by small local boats whose activities are limited to nearby grounds and adjacent ports rather than enjoying the wide latitude as to port and bank, available to larger boats fishing out of the major ports. Consequently, although the inshore fisheries are of lesser magnitude in respect to quantity and value, they are vital to the extensive coastal population which to a large extent is dependent on this resource for a livelihood. The welfare of the small coastwise communities is dependent on the productivity of the nearby grounds, for the small boats cannot range far in search of a profitable catch.

In recent years the catch of the inshore fisheries has been declining. This is not the result purely of greater scarcity of fish in this area (in fact, no adequate data are available to show whether or not there has been a greater scarcity) but rather of the fact that declining prices and increased outfitting costs have discouraged fishing activity. At times the catch hardly pays the cost of production.

Competition With Offshore Fleet Controls Price Levels

An understanding of the factors limiting price levels of the shore catch is essential to any intelligent planning for the rehabilitation of the inshore fisheries. It is obvious that once the market requirements of the local community and adjacent area have been satisfied, the catch of the inshore fleet must be thrown on the open market in competition with the enormous landings of the offshore fleet at such ports as Boston and Glou-

cester. Furthermore, the principal fish distributing centers for the populous markets to the West and South are ports such as Boston and New York and to a lesser extent Gloucester and Portland. Consequently, if any considerable quantity of fish is landed at small coastal ports, the price is limited by the prevailing price of offshore fish at Boston and New York, and by the cost of icing and shipping to a main distribution center. This competition with the mass production of the highly mechanized offshore fleet, together with the handicap of time and cost of shipping to distribution centers, has made it possible for the shore fisheries, except for those in the vicinity of the big centers of distribution, to survive only at the cost of curtailed production and a lowered standard of living for the fishermen. Even if the abundance of fish in the inshore areas could be made equal to that on the offshore banks and the small boat fleet could be fully mechanized, these fisheries still would labor under the handicap of a lower price as the result of extra transportation costs.

Why Not Develop "Specialty" Fisheries of Inshore Regions?

In contrast to the rather discouraging aspect of the inshore fisheries for such species as haddock, cod, hake, and pollock, there are other fisheries with a more encouraging prospect. This applies particularly to those species which, to a certain extent, are monopolies of the inshore region. The outstanding examples are the lobster and salmon, and to a lesser extent, flounders and the developing winter fishery for northern shrimps. In each case there is no nearby native production of the same product on a large scale with which the New England product must compete.

If these "specialty" fisheries are to be developed sufficiently to replace to some extent those older fisheries for salt mackerel and salt cod, now apparently lost beyond recall, it will be necessary to determine some means of building up the stocks of lobsters, flounders, and perhaps salmon to a more productive level than at present, and to maintain them at that level. At present, even the most optimistic can hardly claim that much of a start has been made on this program. We even lack accurate detailed records of the shore fisheries which would make it possible to determine what changes have taken place in the abundance of these species during past years, what the present production of each inshore area now is, or how much effort is required to produce it. Neither is there any system for the collection of catch statistics now in operation in the New England States which would make it possible to determine whether the limited efforts now being made to restore or maintain certain of the fisheries are producing results commensurate with the cost of the projects. We also lack sufficient knowledge of the life history of these species, their reaction to the present fishery, and the ultimate effects of artificial propagation, to permit recommendation of intelligent measures to rebuild and maintain the fish populations at a more productive level.

A Program for Restoring Inshore Fisheries

In our opinion, a comprehensive program for the rehabilitation of the inshore fisheries would prove most successful if developed through the co-operation of the various states and the Bureau of Fisheries and along the following lines.

First, the installation by the several states of a system of collecting and tabulating statistics of the inshore fisheries which will make it possible to determine the total yield of each inshore area, the amount of fishing effort expended, and other data which would permit an intelligent analysis of the present magnitude and needs of the fishery and the effects of any measures taken to improve the yield. The Bureau's staff will be glad to co-operate in developing and installing such a system which need not be expensive in either personnel or funds.

Second in order, but not in importance, there should be carried on a broad program of investigation of the life history of each species and of the effects of the commercial fishery to determine the factors controlling the present level of abundance, to assess the importance of artificial propagation, and to develop methods for rebuilding the stock to a level which will produce the highest continued yield from the fishery. This involves the study of growth rate, migrations, mortality rates, effect of different environments on survival, rate of reproduction, and many other factors. If these things can be done, the future of the inshore fisheries is assured.

Great Lakes

Fishermen Oppose Treaty with Canada

SEVEN hundred and sixty-eight Great Lakes fishermen have signed a resolution sponsored by the Great Lakes Fisheries Association, as being unalterably opposed to any treaty between the United States and the Dominion of Canada, covering the Great Lakes fisheries, stating there is no necessity for the same, as the States themselves have full power to regulate and correct by statute any situation that may arise. The resolution further states that the signers consider it most unwise to surrender their valuable fishery rights to an International Board, and thereby lose all control over this great heritage.

Copies of the resolution will be submitted to the President of the United States, the Secretary of State, and to the Senators of the States bordering on the Great Lakes, as well as the Governors of such States.

Associations affiliated with the Great Lakes Fisheries Association are South Shore Trapnetters' Association of Ohio, Ohio Gillnetters' Association, Commercial Fishermen's Association of Michigan, Wisconsin Commercial Fishermen's Association, Illinois Fish Producers' Association, Green Bay Fishermen's Protective Association, Lake Superior Fishermen's Association.

Herring Run in Marquette Area Good

The herring season in this section of Lake Superior, has been very good this year, catches of one firm running between two and a half and four tons daily during the last two weeks.

Most of the herring taken from the Marquette area, which probably will go upwards to 200 tons for the three-week run, are shipped to Green Bay, Wis., for distribution. Market prices this year are considered good.

The success of the Marquette fishermen is in the face of generally poorer herring production in other areas, notably Green Bay waters, where commercial fishermen and packing houses report a sharp slump.

Spawn Fishing

Approximately six and one-half tons of trout, from which 144 quarts of spawn were taken, were caught by the Le Clair brothers, Badger Fish Co., and the Allie brothers operating out of Two Rivers, Wis., under state permit during the period early in November when spawn fishing was allowed.

All three firms brought in better than one quart of spawn for every 100 pounds of fish, one of the requirements for receipt of a permit this year.

Sheboygan Fleet Overhauled

Commercial fishermen operating out of Sheboygan, Wis., started operations following the closed season from Oct. 15 to Nov. 20, inclusive, with a fishing fleet that ranks with the finest and most modern at any port bordering the shore of Lake Michigan, according to Capt. R. Smith of Smith Fish Co.

During the closed season, the *Ewig*, *Goldie W.*, and *Butch LaFond*, underwent repairs to their hulls and machinery at Manitowoc and Two Rivers.

The seven tugs operating out of the Sheboygan port include the *G. H. Heller*, Capt. Ed. LaFond, with Godfrey Louisier as engineer; *Smith Bros.*, Capt. Robert Mueller, with Roger Smith as engineer; *Ewig*, Capt. Oscar Ewig, with John Mathey as engineer; *Monitor*, Capt. Athol Cameron, with Franklin Muehlenberg, engineer; *Butch LaFond*, Frank Sager, captain; Robert Sager, engineer; *Goldie W.*, Ervin Rodebeck, captain; Henry Brummeyer, engineer, and *Arrow*, Frederick Steimle, captain, and Fred Guenther, engineer.

Bayfield Fish Co. Plant Sold

The Associated Fur Farms, Inc., New Holstein, Wis., owners of the largest diversified fur farm in the world, have purchased the Bayfield Fish Co. plant and docks at Bayfield. The firm plans to increase the cold storage plant capacity at Bayfield from 40 to 200 tons. It uses approximately 500 tons of fish products annually.



Just after the launching of the "Mary Anne" at the Morse Boatbuilding Corp., Thomaston, Maine.

Maine

Launches "Mary Anne" From Morse's at Thomaston

THE *Mary Anne* was launched at Thomaston by Morse Boatbuilding Corp., December 7, for the Atlantic & Caribbean Steam Navigation Co. of New York. She is 90 ft. long, with a 19 ft. beam and 8 ft. draft.

The boat will be completely outfitted at the Morse yard and will be ready for delivery the first of the year. She was built after the model of the *Charles S. Ashley* and will operate out of New York and New Bedford.

She will be powered with a 180 hp. Cooper-Bessemer Diesel engine. Other equipment includes Hyde propeller, Household Marine range, Hathaway stern bearing, stuffing box, winch and gallows frames, Kinney clutch, Laughlin steerer, Maine Steel Products anchor, and a 32-volt Exide Ironclad battery of 350 ampere hour capacity, which, we are informed is the largest battery installation in a fishing boat of this size.

The dragger will carry a crew of eight and will have capacity for 100,000 pounds of fish.

Urges Development of New Products

After a careful study of the recent trade agreements between this country and Canada, Sea and Shore Fisheries Commissioner Arthur R. Greenleaf finds himself confronted with new difficulties in endeavoring to carry out a program for rehabilitation of the industry. He said recently that tariff revisions on a number of products left the markets rather limited for Maine fishermen and upset several plans of his Department.

Principal products affected are fresh and frozen groundfish, fresh, frozen and smoked fillets and boneless cod. Mackerel and alewives are included and with lobsters, scallops and herring



At the launching of the "Mary Anne." Left to right: Capt. Valentine Meade, Mrs. Nellie Noyes, sponsor; Mrs. Valentine Meade and John Dallett, Vice-President of The Atlantic & Caribbean Steam Navigation Co., New York.



The "Tom and Billy," formerly the "John and Billy," of New Bedford, Mass., has a new 45 hp. Atlas Imperial Diesel engine. Capt. William Fisher and Thomas Wilson are the owners. She is 41 x 13 x 5½.

remaining on the free list all of Maine's major seafoods are subject to the stiffest kind of competition.

He said that the markets would be flooded with Canadian fish products sold at a price that Maine fishermen could not hope to compete with. Development of new products such as oysters, mussels and quohaugs, fishery by-products and better means of packaging and marketing is seen by Greenleaf as the best attack "until we get a government in Washington that will consider the rights of the men who are trying to make an honest living in the fish business."

If tariff protection was given, Greenleaf visualizes the starting up of many small fish plants along the coast.

He said that Canada was giving its fishermen all kinds of support in the way of education, loans, subsidies and relief while "our government has penalized our fishermen for trying to be self supporting and earn their own way."

Fishermen Advised to Market Mussels

Commissioner Greenleaf recently advocated the exploitation of the great mussel beds along the Maine coast to develop what he described "an excellent food believed to be more nutritious than clams or oysters."

Pointing out that thousands of barrels of New Jersey and Long Island mussels were being sold in the New York market annually, Greenleaf stated that Maine was missing a great opportunity in not taking advantage of its mussel beds.

Lobster Rearing Station Soon to be Started

Having obtained a Federal grant of \$12,944 to add to \$20,000 appropriated by Legislature for a lobster rearing station, Commissioner Greenleaf reports that construction will start before January 1.

The building will be 10 x 50 and will be put up on a site near the Federal Hatchery at Boothbay Harbor, which has been leased from the Government for 99 years.

The new plant will be designed to produce 3,500,000 fourth stage lobsters annually.

New Sardine Plant

The lighter *Eagle* dropped anchor at Rockland on November 22 with a cargo of machinery for the sardine plant which the North Lubec Canning and Manufacturing Co. is to establish in the building on Tillson Wharf.

"Bernie and Bessie" Completely Rebuilt

The *Bernie and Bessie*, owned by the Portland Fish Co., is back in service again after being completely rebuilt by the Portland Yacht Service, following her grounding in May. She is now powered with a new 100 hp. Superior engine. Mullins Fishing Gear of New Bedford furnished her gear, including Great Grimsby wire rope, nets, etc. Other equipment includes Delco light plant, Stroudberg winch, Hathaway gallows and

blocks, Hyde propeller and Shipmate range. She is to be in command of Capt. Charles Dexter.

Morse Yard Busy

Morse Boatbuilding Corp. at Thomaston have laid the keel for a scallop dragger, 70 x 17 x 8, for Capt. R. Jacobsen of New Bedford, Mass.

This concern is to start a duplicate of the *Charles S. Ashley* in February, for Capt. John Murley of New Bedford. This vessel will have a 180 hp. Cooper-Bessemer engine.

Mr. Morse says there is more interest now in building than ever before for all types of boats. He believes some of this is due to the hurricane. His plant has been very busy during the last three months.

Crab Meat Factory Opened

G. H. Ross of Lynn, Mass., has opened a crab meat factory in the Raynes boat-building shop, Camden. Mr. Ross operates the North Shore Crab Meat Co. in Lynn, and is well acquainted with the business.

He expects to employ about 15 men and women in the preparation of fresh crab meat for the Boston market. All crabs are supplied locally and Mr. Ross is ready to handle between 20,000 and 30,000 a week.

Sardine Pack

It is estimated that the Maine sardine pack this year is something over 600,000 cases, as against 1,760,000 cases in 1937 and 1,920,000 cases in 1936. This was due to the shortage in the fish supply.

There will be a very good demand for sardines when the new season opens in the middle of April, and the factories are hoping for a good supply of fish.

Oyster Publicity

THE November issue of *Hygeia* carried a story on oysters and oyster farming, written by Dr. Lewis Radcliffe, Director of the Oyster Institute of North America. This publication, through the medical profession, reaches 130,000 subscribers, in addition to many other readers.

Dr. Radcliffe has just written an article on "Food Value of Fish and Shellfish" for the *Restaurant Review* which covers the states of Mississippi, Alabama, Louisiana, Tennessee and East Arkansas.

Another recent article by Dr. Radcliffe is entitled "Step Up Your Profits with Fresh Oysters". This was written for the *National Grocers Bulletin* which is the official organ of the Independent Food Distributors Council with 10 groups representing 153,000 retail outlets.

Oyster Plants Operating

OYSTER plants in Warren and Providence are again operating normally after having repaired their buildings following the ravaging tidal wave. Health officials ordered the plants closed for a month following the storm as a protective measure.

New Oyster Boat Launched

The *F. L. Homan*, oyster boat, was launched for the American Oyster Co., Providence, by the Warren Boat Yard, Inc., Warren, R. I., on December 10. She is 59 ft., 6 ins. long, of the conventional type, and powered with a 90 hp. 3-cylinder Wolverine. Machinery and gear has yet to be installed. She will be ready for service in about a month, with Capt. William Watts as commander.

The Warren Boat Yard was formerly the Alder Mfg. Co., which was recently reorganized, with E. E. Alder as President, and A. C. Anderson, Secretary and Treasurer.

Onset, Mass.

The Schroeder and Besse Co. oyster plant at Onset, Mass., was nearly completely submerged by the tidal waters, and their wharf and largest boat were swept away. One of the Company's branch oyster houses was a total loss.

Cotuit

Oyster companies situated in the vicinity of Cotuit escaped with practically no damage, being situated just outside the path of the storm.

Long Island Fishermen Getting Fine Catches

By C. A. Horton

COD fishing is getting better and better, says Capt. Sid Wilsey of the *Effort II* of Sheepshead Bay. A daily catch of 100 or more is made, some tipping the scales at 19 pounds. Boats out of Sheepshead Bay are also bringing in fine catches of blackfish of good size.

Fine Catches of Butterfish

Capt. Jim Davis of Greenport made a fine catch of large butterfish in Peconic Bay the latter part of November. In the two days catch 117 boxes were shipped to market netting a good price. Capt. Davis reports a good season.

Capt. D. F. Brown from his traps set in the Sound off Orient Point, made a catch of 402 boxes (100 pounds to the box), of butterfish in a three day lift recently. 170 boxes were taken from one trap.

Excellent Flounder Catches

Skippers are making excellent catches of flounders in Great South Bay. 250 reported in one day's catch, many weighing over two pounds.

Shellfish Reports

Clams seem to be unusually abundant and of fine quality. Oysters are plentiful, fat and juicy. The demand is good. The plants of Greenport report business fine. Scallops are scarce, but the catch seems somewhat better than last season.

L. I. Fishermen's Assoc. Meets

The board of directors and delegates of the Long Island Fishermen's Protective Association discussed prospective State legislation concerned with conservation laws at a dinner meeting held in Sayville on December 12. The group also discussed ways and means to forestall attempts by various groups to obtain legislation which would prove harmful to fishing.

Alfred Tucker, executive secretary of the organization reported that it was also the purpose of the meeting to enable all units to become better acquainted with each other and with the individual problems of each.

Big Striped Bass Landed

The largest striped bass ever reported caught in Long Island waters was caught last month off Cherry Grove, on Fire Island. It weighed 48½ pounds, measured 48 inches in length, was 12 inches deep and 30 inches around.

Trap-Fishing Season Ending

The trap-fishermen on the whole are cleaning up the trap-fishing business for the season. Some of the firms left their traps in the bay and sound looking for a late run of butterfish.

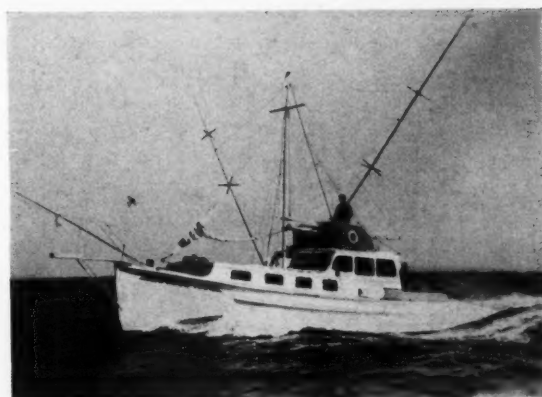
National Motor Boat Show

SUCCESS of the 1939 National Motor Boat Show, to be held at Grand Central Palace, New York, January 6 to 14, is assured, according to Charles A. Criqui, of Buffalo, chairman of the Show Committee of the National Association of Engine and Boat Manufacturers.

Space has been allotted for over 160 exhibits, and there will be an increased number of displays in every department of the 1939 exposition. The marine engine division has six new exhibitors, and the inboard and small boat exhibits will cover a bigger area than at the 1938 show, which was the largest since 1930.

Sixty boat builders and marine engine manufacturers will display their products on the main and mezzanine floors, where stately cruisers will vie for the show spotlight with sleek runabouts, sailing craft, utilities, playboats, Diesel and gasoline inboard engines and outboard motors. On the third floor, or marine equipment department, a myriad of new and intriguing devices and materials will be spread before the show visitors.

The hilarious highlight of the week will arrive on Thursday, January 12, when the Seuss Navy Admirals, a fun-making organization, hold their annual luncheon "maneuvers."



"Empress Ann", charter sport fishing boat owned and operated by Capt. Ben F. Elder, Freeport, L.I., N.Y. 46 x 14 x 4.5, powered with two MA-6 Superior Diesel engines. Propeller size 22 x 12; speed 14 mph. at 1500 rpm.

New Bedford to Have New Fish Company

By M. E. Harney

THE City Council has given right to Harold B. Kelly of Auburndale for lease of 4,800 ft. of space on the North-east corner of Merrill's Wharf. Kelly says a corporation will be formed, buildings will be erected and a fish buying, selling and filleting business will be conducted.

Boats Being Overhauled

Several fishing boats have been hauling out for repairs and reconditioning due to the bad weather and low prices. Mike Smith's big schooner *Noreen* was on the ways at Peirce and Kilburn's recently for painting. The *Isabel Q.* has had a leak repaired and it is hoped that with this job she will have ended her hard luck jinx. The *A. Piatt Andrew* has been to the factory at Bridgeport, Conn., to have her Wolverine engine completely overhauled. She is now at Casey's where she had her foremast cut, a new jiggermast and a new pilot house installed, and she has been completely repainted.

Good Fishing in Mass. Bay

The *Fannie S.*, one of the smaller boats, skippered by Louis Skinner, has been fishing over in Massachusetts Bay. The small boats can fish there in weather that makes the larger fleet hit port. This is so because of the landlocked condition of the Bay. Skinner brought the *Fannie S.* into port recently with between 5,000 and 6,000 pounds of mixed fish and received the following prices: Large flounder, 10c; small, 5c; market cod, 5c; steak, 5½c, and yellow tails, 5¼c.

New Skippers in Mullins Fleet

Mattie Richards has taken command of the *Palmer's Island* of the Mullin's fleet. He is going to try dragging for scallops off Block Island, using a certain kind of a net instead of the usual drag. If not successful he can turn to dragging for fish.

John Foley is on his first trip out as skipper of the *Martha Murley*.

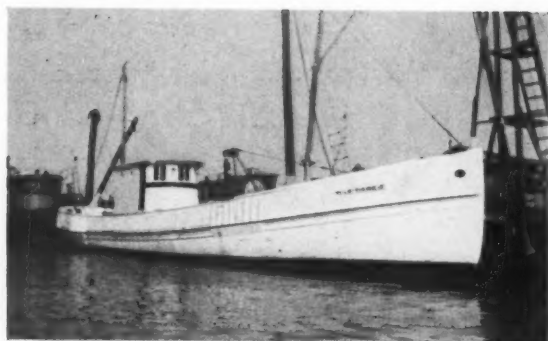
Atlas Installations

A 90 hp. Atlas engine will soon be installed in the *Sankaty Head*, owned by Capt. Dan Mullins.

Another Atlas, 60 hp., is being installed in the *Southern Cross*, owned by Capt. George Fisher.

Opens Fresh Fish Department

The Atlantic Quick-Freeze Co. has opened a fresh fish department on Homer's Wharf. The Company plans to move its filleting machinery from its packing plant to this wharf as soon as suitable quarters are made ready. Packing and freezing operations for quick frozen products will continue to be carried on at the present Hamilton Street location.



"Miss Carrie", owned by Capt. W. H. Freeman of Hampton, Va., has been lengthened out about 20 feet and has a new 175 hp. Wolverine Diesel engine. On her trial trip the boat showed a speed of 11 miles per hour.

Maryland

Senator to Seek Legislation to Aid Fisheries

By Edward Bowdoin

SENATOR Millard E. Tydings of Maryland who launched a campaign to have the Federal Government extend a helping hand to the seafood industry of the nation, stated that fisheries legislation would head his legislative list when the seventy-sixth Congress meets next January.

"I am going to seek legislation that will provide adequate funds for extending aid to the seafood industry of the country. If I fail to get direct appropriations to do this I will tack it on some measure as a rider," he said.

"I believe it to be fundamental that the Federal Government, especially in times of depression, should do all that it can to reasonably and legitimately aid and encourage a basic industry. It has been estimated to be worth at least a billion dollars to the economic structure of the country."

Senator Tydings also declared that "it engages about 200,000 fishermen and shoremen, and another 300,000 people in allied industries. The annual catch amounts to nearly 5,000,000,000 pounds, for which the fishermen receive about \$93,000,000. This is manufactured into products worth about \$236,000,000."

"During the next six years I shall sponsor and strive for the accomplishment of a definite program looking to the rehabilitation of the seafood industry in Maryland and the nation. I am hopeful as an initial step in my program to obtain funds for the construction of a laboratory for the Bureau of Fisheries at College Park, Md., costing \$100,000; additional personnel for technical studies, \$50,000; extension and economic service to increase the use of fish, showing their food values, methods of cooking, etc., in many communities that now use them very scantily, \$125,000."

"Our fishing industry is unable to cope, single-handed, with the task of conducting technical studies relating to production standards and utilization of aquatic products, or economic studies of effective means for broadening its markets, nor is it able to carry on biological or conservation studies."

He also pointed out that "this is due to the fact, largely, that the industry is made up of many thousands of small units scattered over the length and breadth of the land. In this respect fishermen are like farmers, but, unlike farmers, the fishermen have not been so fortunate in obtaining Federal aid."

Oyster Rocks Show Excellent Catch

An examination of the oyster rocks in Pocomoke Sound, a tributary of the Chesapeake Bay, which were planted with shells and small oysters by the Maryland State Conservation, showed a wonderful catch. These spats will be marketable oysters, if not molested, in three years.

Gulf

Oystering Starts in Louisiana Waters

BILOXI packers sent out a large number of boats after oysters on December 1, the season for which opened in Louisiana waters on that date. Indications are that a fairly good catch will be made.

The packers will pay 57c per barrel for stock as the oysters are brought to the wharves by the boats. This will cause quite an increase in the payrolls at the different plants which have been packing shrimp since the season begun.

The Mississippi reefs will not be opened for some time, probably during February and sail dredging only will be allowed on them.

Shrimp Tagging Program Begins

About the middle of this month the U. S. Bureau of Fisheries began a large-scale program of tagging in both the inside and the offshore waters of the Gulf.

The tags consist of two celluloid discs, one red and one white, which are fastened on both sides of the shrimps tail by means of a metal pin that is run through the shrimp just below the head. Each tag bears a different number, so that a record can be kept of the size of each shrimp and the location and time of its release.

A reward of 50c will be paid for every tagged shrimp returned whole, but only 25c for a tag alone or for a tagged shrimp that has been headed.

To prove that the experiment is practical and at the same time the tagging is not harmful to the shrimp, it is reported that a shrimp was tagged in North Carolina waters and was caught six months later in Florida waters—300 miles away.

Shrimp Pack

The shrimp pack for Alabama and Louisiana for the period beginning August 1 and ending November 9 was 487,402 cases as compared to a total of 631,908 cases during the same period last year. The most recent week on which figures are available, November 3-9, showed 11,163 cases as compared to 11,585 for the corresponding week last year.

Total shrimp canned up to November 9 in the East Coast Alabama, Louisiana and Mississippi and Texas area was 790,706 cases as compared to 1,025,269 for the same period last year.

Creole Foods Show Great Popularity

The popularity of the seafood products being packed by the recently established Creole Food Co. plant at Gulfport, has shown gratifying growth. Mr. Albert. Jordy, President of the Company, reports that he has received inquiries relative to his distinctive Southern Creole foods from London, Paris and Central and South America.

The processing of their products was done under supervision of Dr. C. T. Parks who is in charge of the laboratory department of the American Can Co., and was quoted by Mr. Jordy as having pronounced them as absolutely perfect as to vitamin content and wholesomeness.

Market Service for Gulf

The Bureau of Fisheries disclosed on November 16 it would establish within the next six weeks a daily market news service for the Gulf Coast fishing industry.

Although several possible locations for headquarters were under consideration, the most likely point was reported to be Jacksonville, Fla.

Brander To Build New Commission Boat

The Mississippi Seafood Commission on December 6 let a contract to Francis Brander for the hull for the new Commission boat, which will entail a total expenditure of \$15,000, including equipment. Mr. Brander has 120 days to build the hull. When completed the new vessel will succeed the *Alethea Vardaman*. The new boat will be 50 ft. long and will have a 50 hp. motor.

Boston

New Trawler Delivered After Successful Trial Trip

THE new Diesel trawler *Princeton* has been renamed the *Crest*. She had a successful trial trip on December 12 and was delivered to the General Seafoods Corp. on December 16.

The old steam trawler *Princeton*, renamed the *Foam*, brought in her first trip under the new name early this month. Capt. Chris Johnson is the skipper and landed 120,000 pounds of fresh fish.

Arrivals Ahead of '37 for Week

Bad weather hampered the fishing fleet the first week in December and although arrivals were light, they were ahead of the same week in 1937. There were 111 arrivals with 5,185,400 pounds, while during the same week last year there were 83 arrivals with 4,061,200 pounds.

From January 1 to December 13 there have been 5,645 arrivals and receipts of 275,198,500 pounds of fresh fish as compared with 6,213 arrivals and receipts of 295,212,000 pounds in the corresponding period of 1937.

Capt. J. Robertson Giffen

Capt. J. Robertson Giffen, successful master mariner, died at the Baker Memorial hospital, Boston, at the age of 59, following a lingering heart ailment. His most recent command was the auxiliary schooner *Isabel Parker* of Boston, in which he went market fishing and halibuting.

He was known to thousands along the waterfront of both this country and the Provinces and was beloved as a loyal, conscientious master, a dynamic personality who was versatile in the industry, able to engage in any branch and make good.

"Andover" Aground—Crew Rescued

While a terrific surf pounded beneath them, nine men and a dog were rescued over a breeches buoy by Coast Guardsmen on December 10 from the Boston fishing trawler *Andover* which ran aground on Nauset Beach during a fog and record high tide.

Heavily loaded with redfish, the *Andover* piled onto the sandy bars during one of the highest tides on record. She sent up red flares and her captain, William J. Bruce, contacted the Coast Guard by radio.

The *Andover* could not launch her lifeboat in the high rolling surf which sent breakers over her pilot house, so the breeches buoy was used.



The fishing boat "Spartan", owned by S. Versaggi Sons of St. Augustine, Fla., and powered with a Caterpillar Diesel D13000 marine engine and Twin Disc clutch with 2:1 reduction gear.

The "Irish Rose" is a shrimp trawler, but is also chartered for fishing parties. She is owned by Capt. Terry Kelly of Delacroix Island, La. All rope on the "Irish Rose" is Columbian.



Boston Fish Pier Landings for November

(Hailing fares. Figure after name indicates number of trips)

| | | | |
|------------------------------------|---------|------------------------------|---------|
| <i>Adventure</i> (1) | 57,000 | <i>Joffre</i> (2) | 128,000 |
| <i>Adventure II</i> (2) | 168,000 | <i>Killarney</i> (2) | 113,000 |
| <i>Alpar</i> (3) | 161,000 | <i>Kingfisher</i> (2) | 207,000 |
| <i>American</i> (2) | 110,500 | <i>Kittiwake</i> (2) | 237,000 |
| <i>Amherst</i> (2) | 309,000 | <i>Lark</i> (4) | 458,000 |
| <i>Andover</i> (2) | 97,000 | <i>Magellan</i> (1) | 87,000 |
| <i>Andrew & Rosalie</i> (2) | 79,000 | <i>Maris Stella</i> (2) | 108,000 |
| <i>Annapolis</i> (2) | 334,000 | <i>Marjorie Parker</i> (1) | 41,000 |
| <i>Arlington</i> (3) | 267,000 | <i>Mary E. O'Hara</i> (2) | 105,000 |
| <i>Atlantic</i> (3) | 261,000 | <i>Neptune</i> (3) | 350,000 |
| <i>Bettina</i> (3) | 149,000 | <i>Newton</i> (3) | 239,000 |
| <i>Bittern</i> (2) | 231,000 | <i>Notre Dame</i> (3) | 300,000 |
| <i>Boston</i> (2) | 147,000 | <i>Olympia</i> (2) | 108,300 |
| <i>Brookline</i> (3) | 378,000 | <i>Paolina</i> (5) | 224,000 |
| <i>Cambridge</i> (4) | 347,000 | <i>Patrick J. O'Hara</i> (2) | 184,000 |
| <i>Comber</i> (2) | 216,000 | <i>Plymouth</i> (3) | 251,500 |
| <i>Cormorant</i> (2) | 217,000 | <i>Pollyanna</i> (1) | 74,000 |
| <i>Cornell</i> (2) | 260,000 | <i>Quincy</i> (3) | 275,000 |
| <i>Dartmouth</i> (2) | 204,000 | <i>Rainbow</i> (2) | 109,000 |
| <i>Dawn</i> (1) | 47,000 | <i>Raymonde</i> (3) | 165,000 |
| <i>Delaware</i> (3) | 319,000 | <i>Rhodora</i> (1) | 33,000 |
| <i>Dorchester</i> (3) | 240,000 | <i>Ripple</i> (2) | 230,000 |
| <i>Ebb</i> (3) | 261,000 | <i>Rita B.</i> (3) | 211,500 |
| <i>Edith C. Rose</i> (1) | 51,000 | <i>Saint Joseph</i> (1) | 43,000 |
| <i>Edith L. Boudreau</i> (2) | 138,000 | <i>Saturn</i> (3) | 351,000 |
| <i>Elk</i> (1) | 81,000 | <i>Sea</i> (2) | 194,000 |
| <i>Evelyn G. Sears</i> (4) | 205,300 | <i>Shamrock</i> (3) | 173,000 |
| <i>Fabia</i> (3) | 279,500 | <i>Shawmut</i> (2) | 161,000 |
| <i>Famiglia</i> (2) | 99,500 | <i>Spray</i> (2) | 186,000 |
| <i>Flow</i> (2) | 268,000 | <i>Storm</i> (3) | 389,000 |
| <i>Foam</i> (1) | 120,000 | <i>Surf</i> (3) | 450,000 |
| <i>Fordham</i> (3) | 405,000 | <i>Swell</i> (3) | 304,000 |
| <i>Frances C. Denehy</i> (3) | 118,800 | <i>Teal</i> (2) | 361,000 |
| <i>Georgetown</i> (3) | 219,000 | <i>Thomas Whalen</i> (3) | 294,000 |
| <i>Geraldine & Phyllis</i> (3) | 233,500 | <i>Tide</i> (3) | 224,000 |
| <i>Gertrude L. Thebaud</i> (1) | 42,000 | <i>Trimount</i> (3) | 231,000 |
| <i>Gertrude Parker</i> (3) | 138,500 | <i>Triton</i> (3) | 320,000 |
| <i>Gossoon</i> (3) | 222,000 | <i>Vandal</i> (3) | 155,500 |
| <i>Gov. Al Smith</i> (1) | 110,000 | <i>Venture II</i> (3) | 206,800 |
| <i>Grand Marshall</i> (1) | 34,700 | <i>Villanova</i> (3) | 303,000 |
| <i>Hekla</i> (3) | 224,000 | <i>West Point</i> (2) | 337,000 |
| <i>Helen M.</i> (2) | 87,000 | <i>Whitecap</i> (3) | 262,000 |
| <i>Heron</i> (2) | 281,000 | <i>Wm. J. O'Brien</i> (3) | 332,000 |
| <i>Holy Cross</i> (3) | 299,000 | <i>Wm. L. Putnam</i> (1) | 44,000 |
| <i>Illinois</i> (2) | 196,000 | <i>Winchester</i> (2) | 318,000 |
| <i>Isabelle Parker</i> (3) | 144,000 | <i>Winthrop</i> (2) | 164,000 |
| <i>Jeanne d'Arc</i> (1) | 70,000 | <i>Yale</i> (2) | 539,000 |
| | | <i>Yankee</i> (2) | 178,000 |

Gloucester

Leases Cold Storage Building on New Fish Pier

OFFICIAL recognition of the leasing of the cold storage building on the new State Fish Pier to the Gloucester Ice and Cold Storage Co., was taken on November 30 at a meeting of the Gloucester Community Pier Association, Inc., members of the Mayor's fish pier advisory committee, and John Ryan and Patrick Ryan, President and Assistant Treasurer of the leasing corporation.

Two important functions were taken care of at the meeting—the presentation of the pen quills used in the signing of the lease to Alderman Harold B. Webber, and the payment of the first month's rent of \$1,666 by the leasing company.

Fish Pier Opens for Business

The new \$1,200,000 fish pier officially started business on December 15 when it took 22,200 pounds of fresh pollock from the Gloucester Fillet Co., owned by the same concern that has leased the fish pier cold storage, and placed it in the Gloucester Ice & Cold Storage Co. building.

The Gloucester Fillet Co., incidentally observed its first day of existence on the 14th and opened its doors to take the trip of pollock from the schooner *Superior*, Capt. John A. Dahlmer.

Albert LeBlanc is foreman of the Fillet Company and a force of 43 men were engaged in filleting the trip of the *Superior*. The following day 5,700 pounds of fish were secured from another concern to be filleted.

"Nashawena" Sinks off Eastern Point

Six Gloucester fishermen were rescued from a watery grave off the Ridges, 14 miles South Southeast of Eastern Point, on December 3 when their 65 ft. gill netter *Nashawena* went to the bottom after springing a leak.

She was owned by John Piscitello of Gloucester. The fishermen were rescued by the crew of the gill netter *Phyllis A.*, Capt. Albert Arnold.

Capt. Joseph Sampson, skipper of the ill-fated vessel reported that he has no idea where the leak started. The crew was getting ready to lift the nets when one of them noticed water coming into the boat. An attempt was made to stop the leak, but without success. A distress signal was hoisted and all the men got into the single dory. A little later the *Phyllis A.* hailed the vessel and took the crew aboard. About half an hour later the *Nashawena* had gone to her doom.

She was built originally as a yacht, and was 65.2 x 15 x 7.4, and had been fishing out of Gloucester for many years.

Seiners Changing Over to Dragging

Gloucester seiners fishing near Block Island had hardly more than three good fishing hours in a week recently, due to the winds. Most of them are now back in port changing over to dragging, and they will be bound for Norfolk, Va., and neighboring ports directly after Christmas, to spend the Winter.

Loses Seine and Seine Boat

The first casualty of the local seining fleet this Fall occurred on December 12 during the heavy blow when the seiner *Little Joe*, Capt. Bustamente Scola, lost her seine and seine boat, valued at \$2,000. The property belonged to the seiner *Grace F.*, Capt. Frank Favalora.

The boat had just sighted mackerel and was about to set when the accident occurred.

New Supply Store to Open

Urban Goulart of Gloucester is opening a new ship chandlery store at 12 Parker Street, to be known as the Cape Ann Ship Supply. He will handle provisions, rope, nets, anchors, buoys, etc., and equipment for both fishermen and their boats.

New Atlas for "Grace F"

The seiner *Grace F.*, Capt. Frank Favalora is having a new 200 hp. Atlas Diesel engine installed. The vessel will be engaged in dragging down South this Winter, leaving the first of the year.

Eastern States Conservation Conference

THE conservation of migratory fishes of the Atlantic coast received marked impetus from action taken by the majority of States from Maine to Florida which were represented at the Eastern States Conservation Conference on November 19, in New York City. A resolution was unanimously adopted petitioning the Congress of the United States to grant permission to the States to enter into a compact for the protection of the migratory fishes in territorial waters and a committee was appointed to prepare a draft to be submitted to the States for adoption.

At the opening session Frank Bane, executive director of the Council of State Governments, expressed the interest of his organization in the work of the conference, and Frank T. Bell, U. S. Commissioner of Fisheries, discussed the role of the Federal bureau in the fisheries conservation movement, stressing the responsibility of the States in protecting the fishery resources.

This meeting was an outgrowth of a similar conference held under the auspices of the New York Joint Legislative Committee on September 10, 1937, in which a majority of the States along the Atlantic seaboard were also present and at which the devices of interstate regulations were thoroughly explored and considered. Another conference will be called at some future date to consider a specific draft of the interstate compact before final efforts are made to secure its adoption by the State legislatures, and ratification by Congress.

"Pelican" Begins Second Season of Shrimp Surveys

ON its first trip of the current season, the Bureau of Fisheries vessel *Pelican* again discovered concentrations of shrimp off the Louisiana coast in the same area in which large schools of Wintering shrimp were found during last season's operations.

Milton J. Lindner, in charge of the shrimp investigations, reports that good quantities of large shrimp were secured early in November between Ship Shoal and Trinity Shoal in from 8 to 10 fathoms of water. The finding of concentrations of shrimp in the same area for two consecutive seasons suggests that this region may be the Wintering grounds of many of the large Louisiana shrimp.

The *Pelican* is now being operated for the second year in the Gulf of Mexico for the purpose of discovering the Winter habitat of the large shrimp after they leave inshore fishing grounds in the Fall. Additional objectives of the *Pelican's* explorations are the opening up of new commercial fishing areas and the securing of more conclusive evidence on the longevity of shrimp. As a result of the *Pelican's* discoveries last season, a new and productive Winter fishery has been developed 30 to 40 miles off the central Louisiana coast.

Fairbanks-Morse Sales in Louisiana

JOHN R. Hardee of Morgan City, La., has just purchased a new 60 hp. Model 36 Fairbanks-Morse marine engine for his boat *Sea Farer*. The installation of this engine is interesting because the floating rig for running trawls and bilge pump is V-belt driven from the forward end of the main engine. The crankshaft and also the lighting system are supplied by an auxiliary 32-volt Fairbanks-Morse 750 watt Model A light plant.

The job is piped up for fresh water, using keel condenser brass coils, and the engine is controlled with pilot house, clutch and throttle controls.

Another installation in Morgan City is the 90 hp. Model 35 marine Fairbanks-Morse engine sold to V. Santos for the fishing boat *President Roosevelt*.

Albert Theriot of Chauvin has purchased another 30 hp. Model 36 Fairbanks-Morse engine for the fishing lugger *Lucille*. This makes the fifth engine in the Fred Theriot family, the first one being purchased by Eustis Theriot three years ago.



Safeguards every trip

of these able craft



"Rose Marie" of Gloucester, an 80-footer with Cooper-Bessemer 180 h.p. engine. Speed 9½ knots.



"Uncle Guy" dragger powered by 180 h.p. Cooper-Bessemer Reversible Diesel. Speed 10.6 knots.



"Russell S." of Stonington, Conn., 60' overall, 70 h.p. Wolverine Diesel and speed of 9 knots.



"Serafino N." of Gloucester, 110' long, powered by 100 h.p. "C.O." Fairbanks-Morse Semi-Diesel.



Essomarine
REG. U.S. PAT. OFF.
OILS & GREASES

SEASONED skippers don't wet their twine until they're sure of reliable engine performance. Highliners can't waste time nursing balky engines. With all hands figuring the "lay" it's no time for breakdowns!

They know it's one thing to fill the holds—but quite another to make the pier when the market's *right*. To do this, every ounce of power and speed is needed. That's where Essomarine comes in.

Essomarine is the mainstay of fishing craft big and little, fast and slow. It meets the lubrication needs of every power plant, in all weathers. Follow these good examples. Rely on Essomarine—it will see you through!

Essomarine Lubricants are distributed by these major oil companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company (Inc. in Kentucky)—Standard Oil Company (Ohio)—Humble Oil & Refining Company—Imperial Oil, Limited (In Canada). Direct inquiries to Essomarine, 26 Broadway, New York City

Where-to-Buy Directory

Equipment, Gear, Supplies, Service

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

BATTERIES

Dry Cell

"Eveready": National Carbon Co., Inc., 30 E. 42nd St., New York, N. Y.

Storage

Bowers Battery Mfg. Co., Inc., Reading, Pa.
Edison Storage Battery Co., West Orange, N. J.
"Exide": Electric Storage Battery Co., Philadelphia, Pa.
Willard Storage Battery Co., Cleveland, Ohio.

BOAT EQUIPMENT & SUPPLIES

The E. J. Willis Co., 91 Chambers St., New York, N. Y.

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.
Crown Can Co., Philadelphia, Pa.
National Can Corporation, 110 E. 42nd St., New York, N. Y.

CLUTCHES

*Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.
Western Refrigerating Co., 18-20 E. Hubbard St., Chicago, Ill.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.
*Plymouth Cordage Co., North Plymouth, Mass.
*Wall Rope Works, 48 South St., New York.
Whitlock Cordage Co., 46 South St., New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL GENERATING SETS

*Bolinders Co., 33 Rector St., New York, N. Y.
Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 75 Kneeland St., Boston, Mass.
Electro Dynamic Works, Bayonne, N. J.
General Electric Co., Schenectady, N. Y.

ENGINE MANUFACTURERS

Diesel Engines

*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
*Bolinders Co., 33 Rector St., New York, N. Y.
The Buda Co., Harvey, Ill.
*Caterpillar Tractor Co., Peoria, Ill.
*Cooper-Bessemer Corp., Mount Vernon, O.
*Covic Diesel Div., Northhill Co., Inc., 6826 McKinley Ave., Los Angeles, Calif.
Cummins Engine Co., Columbus, Ind.
Electric Boat Co., Groton, Conn.
Fairbanks, Morse & Co., Chicago, Ill.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

*The National Supply Co., Superior Diesels, Springfield, Ohio, Philadelphia, Pa.
Red Wing Motor Co., Red Wing, Minn.
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.
Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts

Lehman Engineering Co., 972 Broad St., Newark, N. J.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.
Osco Motors Corp., 3102 C St., Philadelphia, Pa.

Fuel Oil Engines

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.
Red Wing Motor Co., Red Wing, Minn.

Gasoline Engines

The Buda Co., Harvey, Ill.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.
Red Wing Motor Co., Red Wing, Minn.
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.
*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

FISHING GEAR

*The Great Grimby Coal, Salt and Tanning Co., Ltd., Grimby, England.

FISH SCALERS

Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FLOAT DOPE

Wisconsin Paint Mfg. Co., Inc., 3710 North Richards St., Milwaukee, Wis.

FLOATS, Gill Net

Chequamegon Cedar Float Co., Washburn, Wis.

FUEL INJECTION EQUIPMENT

*American Bosch Corp., Springfield, Mass.

HOOKS, Fish

"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

ICE BREAKERS

"Champion": Champion Line Machinery Co., 278 Stewart Ave., Arlington, N. J.
*"Creasey": Gifford-Wood Co., Hudson, N. Y.

NAUTICAL INSTRUMENTS

Kelvin-White Co., 90 State St., Boston, Mass.

NAVAL ARCHITECTS

*John G. Alden, 131 State St., Boston, Mass.

NETS AND NETTING

W. A. Augur, Inc., 35 Fulton St., New York, N. Y.
*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.
*National Net & Twine Co., 211 Congress St., Boston, Mass.

NET PRESERVATIVES

East Coast Fish Net Preservative Co., Box 835, New Orleans, La.
"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

OILS (Fuel, Lubricating, Gasoline)

*"Essomarine": Penola, Inc., 26 Broadway, New York, N. Y.
*Shell Union Oil Corp., 50 West 50th St., New York, N. Y.

OILED AND RUBBER CLOTHING

*D. O. Frost Corp., Gloucester, Mass.
Hodgman Rubber Co., Framingham, Mass.
M. L. Snyder & Son, 1812-72 E. Boston Ave., Philadelphia, Pa.

PAINTS

Pettit Paint Co., Belleville, N. J.
Edw. Smith & Co., Long Island City, N. Y.
Tarr & Wonson, Ltd., Gloucester, Mass.

PROPELLERS

Columbian Bronze Corp., Freeport, N. Y.
*Hyde Windlass Co., Bath, Me.
Michigan Wheel Corp., Grand Rapids, Mich.

RADIO DIRECTION FINDERS

General Communication Co., 677 Beacon St., Boston, Mass.

RADIO TELEPHONES

Western Electric Co., 195 Broadway, New York, N. Y.

RANGES

"Shipmate": Stamford Foundry Co., Stamford, Conn.

REVERSE & REDUCTION GEARS

Snow & Petrelli Mfg. Co., 25 Fox St., New Haven, Conn.
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

SHIPBUILDERS, BOATYARDS

*Bethlehem Shipbuilding Corp., Bethlehem, Pa.
The Charleston Shipbuilding & Drydock Co., Charleston, S. C.
The Ingalls Iron Works Co., Birmingham, Ala.
Portland Yacht Service, So. Portland, Me.

SHIP CHANDLERS

Sherman B. Ruth, Inc., Steamboat Wharf, Gloucester, Mass.

SIGNALS, Distress

International Flare-Signal Co., Tiptecanoe City, Ohio.

STEERING GEAR

The Edson Corp., 49-51 D St., South Boston, Mass.

STERN BEARINGS

Chapman Products, 166 Thames St., Newport, R. I.
*Hathaway Machinery Co., New Bedford, Mass.

TELEGRAPH SERVICE

Postal Telegraph, 67 Broad St., New York, N. Y.

THRUST BEARINGS

Kingsbury Machine Works, Inc., 4316-28 Tackawanna St., Frankford, Philadelphia, Pa.

TRANSPORTATION

Fish Forwarding Co., 151 South St., New York, N. Y.

TRAWLING EQUIPMENT

New England Trawler Equipment Co., National Docks, Lewis St., E. Boston, Mass.

WIRE BASKETS

Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.

Wolverine Diesels are sturdy, simple, reliable, economical and long-lived



The "Mary J. Landry", of Wildwood, N. J. This schooner measures 78 ft. x 16½ x 8½ ft., and is equipped with a 4 cyl., 140 hp., 9¼ x 14, 4 cyc. Wolverine Diesel engine.

Many fishing vessels all along the coast have Wolverines because they are designed for fishing service.

Catalogue No. 135 Upon Request

WOLVERINE MOTOR WORKS, Inc.

Foot of Union Avenue

BRIDGEPORT, CONN.

Vineyard

Finds Plenty to do Both on and off Shore

By J. C. Allen

ON the eve of Winter, as you might say, the fishermen of this neck of ocean look back on the finest Autumn they have known since Walmsley was hung. That is to say, with the exception of the slight interruption caused by the hurricane some time back. All through the past month the weather has smiled on all humanity and the things of the land and sea. Warm, moderate weather, that invited an unusual amount of activity all the way between four and forty fathoms.

Everyone Fishing for Striped Bass

In the first place, the striped bass, which are popularly known as a game fish, have been found to have a high commercial value. All men, old and young, the lame, the halt and half-blind at least, have been taking a crack at these fish with twine, rod and reel and maybe shotguns, for all we know. The result has been several extra dollars for all hands.

Cod and Haddock

The common and generally accepted varieties of sea-food in the raw, taken in these latitudes, have run as well and better than usual. Right now, as the Wheelhouse Loafer pens this report, several Menemsha sea-skimmers are bailing out their catches of live cod, brought home from the ledges in their wells. They get these fish with hand-line and ground-trawl and the cod have run chin-deep to a dinosaur this Fall.

Flounders Too Plentiful

Flounders, both blackbacks and yellowtails, have been so cussed plentiful in these bearings that the price has been all shot to the devil. The gang have laid off fishing for days at a lick in order to give the dealers and shippers a chance

to get their decks clear, but just as soon as they hit the grounds, the twine has filled up in just a few drags and they had to come home and load things full again.

Carbolic Flounders Return

A change in the situation governing the flounder market was predicted early in the month by Sam Cahoon, guide, philosopher and friend of all good and faithful sea-skimmers. Sam presides at Woods Hole, handling the bulk of the fish taken by Vineyard and Nantucket sea-skimmers and those who frequent the grounds in the vicinity. And Sam reports that the cussed carbolic flounders struck on again off Nantucket and God's Chosen People who hang out in those bearings are going to experience difficulty in marketing them.

This is a most unfortunate thing to have happen. Plenty of lads make half their living fishing down around Nantucket. Some five or six years ago, or perhaps a bit longer, they hit these carbolic flounders in the same places. It excited scientific sharks all over the country and caused plenty of scandal. Because, some reports stated that there was bum ice being peddled by some of the dealers, and some said that there was leaky piping aboard some of the boats and the devil knows what. Then scientists showed up and examined the fish.

They cut 'em up, smelled 'em, cooked 'em and ate 'em, and when they got through they said that the fish might keep better if they were dressed when first caught, but that cooking would bring out the smell more or less and ageing would bring it out to some extent anyhow. But they said there was no harm in them at all. Nevertheless, the public hates medicine unless they are sick, and even then people don't take kindly to food that tastes and smells like the casualty ward of a hospital.

Plenty of Work Ashore

Business ashore in these bearings consists chiefly in repairing hurricane damage. Not to the boats, which are pretty well taken care of, but dredging and otherwise reestablishing the harbors that we lost in the breeze. It looks like an all-Winter's job to get fitted out for Spring and Summer and the job has just begun.

**1/2 THE WEIGHT
1/2 THE SPACE
OF VERTICAL
DIESEL ENGINES**



CARRY MORE PAYLOAD • MAKE MORE MONEY WITH COVIC DIESEL

Five times more cruising range for your fuel dollar than with any gasoline engine ... half the weight, half the space of vertical Diesels.

Powers heavy boats up to 35'... auxiliaries in 50' sail boats... generators in every vessel.

Smooth operation from 500 to 3000 rpm ... quick hand starting, eliminating difficulties of wet coils, spark plugs and cables... no fire hazard, lower insurance rates.

Simple, proven design... 2 opposed cylinders, 4 cycle, 20 hp at 3000 rpm... complete weight under 500 lbs... easy for anyone to operate... minimum vibration with pancake design... no heavy engine bed or springs needed... maintenance costs are negligible.

Distributor-dealer organizations are now established in most territories

COVIC DIESEL

DIVISION OF THE NORTHELL COMPANY INC.
6826 McKINLEY AVENUE
LOS ANGELES, CALIFORNIA

More

"Propeller-Turning" ability with Covic Diesel horsepower because of higher torque. At 2200 rpm, Covic Diesels geared 3:1 handle propellers 21"x17" in heavy boats.

New York Wholesale Prices At Fulton Market

| Species | Nov. 1-5 | Nov. 6-12 | Nov. 13-19 | Nov. 20-30 |
|-----------------|-----------|-----------|------------|------------|
| Alewives | .. .. | .01-.01 | .01-.01 | .01-.01 |
| Bluefish | .05-.30 | .06-.30 | .12½-.32 | .10-.25 |
| Bonito | .. .. | .12-.12 | .. .. | .. .. |
| Butterfish | .03-.15 | .02-.14 | .06-.14 | .04-.16 |
| Codfish, steak | .07-.14 | .14-.17 | .04½-.10 | .05-.10 |
| Codfish, market | .04-.07 | .02½-.04½ | .03½-.06 | .03-.06 |
| Croakers | .04-.05 | .03-.07 | .04½-.07 | .07-.08 |
| Dabs | .03-.08 | .01-.06 | .02-.08 | .03-.10 |
| Eels | .04-.16 | .03-.16 | .. .. | .04-.15 |
| Flounders | .02½-.11 | .01½-.11 | .03-.11 | .02-.12½ |
| Fluke | .06-.18 | .16-.18 | .16-.16 | .06-.12 |
| Haddock | .04-.06 | .03-.06 | .03-.06 | .03½-.05 |
| Hake | .03-.06 | .01-.04 | .01-.05 | .01-.05 |
| Halibut | .04-.18 | .05-.20 | .16-.20 | .11½-.15 |
| Kingfish | .05-.15 | .05-.15 | .05-.15 | .05-.15 |
| Mackerel | .04½-.15 | .04-.16 | .04-.14 | .04-.12½ |
| Mullet | .05-.09 | .07½-.08 | .08-.08 | .06-.10 |
| Pollock | .02½-.07 | .01-.04 | .02-.04 | .02½-.04 |
| Pompano | .. .. | .40-.45 | .40-.45 | .40-.50 |
| Salmon, Pacific | .12-.20 | .12-.18 | .. .. | .02-.20 |
| Scup | .03½-.08 | .01½-.05 | .03-.04½ | .04-.06 |
| Sea Bass | .05-.22 | .03½-.16 | .03-.16 | .03-.15 |
| Sea Robins | .. .. | .01-.01½ | .01-.02 | .. .. |
| Sea Trout, gray | .05-.22 | .05-.18 | .06-.16 | .04½-.15 |
| Skate | .02-.02 | .01-.02 | .01-.02 | .01-.02 |
| Red Snapper | .12-.14 | .10-.10 | .. .. | .09-.11 |
| Sole, grey | .. .. | .10-.12 | .12½-.12½ | .05-.19 |
| Sole, lemon | .10½-.12½ | .06-.12½ | .09-.12½ | .09-.14 |
| Striped bass | .11-.14 | .10-.16 | .10-.16 | .05-.14 |
| Swordfish, Jap. | .. .. | .. .. | .15-.17 | .15-.17 |
| Tautog | .05-.06 | .05-.05 | .05-.05 | .05-.05 |
| Tilefish | .06-.06 | .05½-.05½ | .04-.05 | .05-.05 |
| Whiting | .01¼-.04 | .00½-.02½ | .00½-.02½ | .01-.02½ |
| Clams, hard | 1.25-2.50 | 1.00-2.25 | 1.00-2.50 | 1.25-3.00 |
| Clams, soft | 1.25-2.00 | .75-1.50 | 1.00-2.00 | 1.00-2.50 |
| Conchs | 1.00-1.50 | 1.50-1.75 | 1.25-2.00 | .. .. |
| Crabs, hard | .50-1.25 | .50-1.00 | .35-1.00 | .50-.75 |
| Crabmeat | .20-.50 | .20-.50 | .25-.65 | .20-.65 |
| Lobsters | .25-.55 | .26-.53 | .25-.58 | .. .. |
| Mussels | .50-.75 | .50-1.00 | .50-.75 | .50-.75 |
| Scallops, bay | 1.75-6.50 | 2.00-5.00 | 3.00-6.00 | 2.00-6.00 |
| Scallops, sea | 1.45-1.60 | 1.15-1.60 | 1.25-1.35 | 1.30-1.50 |
| Shrimp | .06-.11 | .05-.18 | .07½-.15 | .07-.14 |
| Squid | .04-.06 | .01-.07 | .03-.07 | .01½-.06 |

Convicted of Selling Crawfish for Lobster

Informed that four New York restaurant owners had been convicted of advertising and selling frozen sea crawfish as "lobsters caught in the waters of Maine," Commissioner Greenleaf, of Maine, on November 23 complimented the Maine Development Commission for instigating this activity.

As a part of its trademarking campaign the Development Commission working with Greenleaf interested Commissioner William Fellowes Morgan, Jr., of New York, and Morgan's investigators claimed that the complaints were justified and a clean-up was ordered.

Statement of Ownership

Statement of ownership, management, etc., of Atlantic Fisherman, published monthly at Manchester, N. H., required by Act of August 24, 1912. Editor, P. G. Lamson, Goffstown, N. H. Publisher, P. G. Lamson, Goffstown, N. H. Owners and stockholders, owning or holding one per cent or more of the total amount of stock: Atlantic Fisherman, Inc., Goffstown, N. H.; G. L. Read, Goffstown, N. H.; Gardner Lamson, Goffstown, N. H.; Hugh Lamson, Goffstown, N. H.; P. G. Lamson, Goffstown, N. H. Known bondholders, mortgagees, and other security holders owning or holding one per cent or more of total amount of bonds, mortgages, or other securities, Lew A. Cummings, Manchester, N. H.

P. G. LAMSON, Publisher.
Sworn and subscribed to before me, this 1st day of October, 1938.
MAURICE C. SMITH, Notary Public.



The "Katie S" (right) owned by The Lowndes Oyster Co., So. Norwalk, Conn., powered with a 45 hp. Palmer engine.

Connecticut Fishermen Busy Overhauling

By Capt. E. B. Thomas

MOST of the Stanington fleet is getting pretty much back into shape and fishing again. The first of the boats driven ashore that returned to fishing again was reported to be the *Bertha C.*, Capt. Nat Culver. The *Genevieve D.* was a close second with the *St. Peter*, *Russel S.*, and some of the lobster boats following.

The *Lindy* went through an extensive overhaul at Post's which included a new stern post which is run clear up to the deck, "down East" fashion. Her master, Capt. George Berg says she is better than ever.

Post is also overhauling the *Marise*, Capt. Harold McLaughlin and she is getting a lot of new plank, deck fittings, and a 10" x 10" stern post similar to that of the *Lindy*.

Edna L. Sold

Ed. Dybing recently sold the *Edna L.* locally for almost the proverbial song and her only damage was a few stove plank, broken skag, and a somewhat smashed up rudder. She is being overhauled at the Stonington Ways as is the *Virginia S.*, *Anna C.*, *Alice & Jennie*, and *Bertha E.* The *Bertha E.*, incidentally, was recently purchased by Fulton A. Lewis from Capt. "Old John" Arbacher who fished in her for many years with "Charlie" Payne. The *Bertha E.* has been renamed *Lennita*.

Capt. Malloy Buying Boats for Oystering

Capt. L. H. Malloy "Oyster King of New London County" is recovering from the big breeze by purchasing the small oyster boat *Hooker* formerly of Osterville, Mass., and is contemplating the purchase of another boat suitable for oystering almost seventy-five feet in length. He will rebuild the *Emma-Frances* but intends to junk his other boats with the exception of the *Sir Thomas* which he has sold for use as a houseboat.

Good Lobstering Since Hurricane

Capt. Earl C. Foster reports that he has found lobstering inside Fishers Island Sound to be remarkably good since the hurricane and while they are slacking off to some extent it still looks as if the critters would be with us pretty much all Winter.

Capt. Henry Langworthy

One of the most popular of New London County fishermen, and owner and master of the largest vessel fishing out of these ports, Capt. Henry Langworthy of the schooner *Philip Manta* died suddenly in New York where he was fitting out for an offshore trip tilefishing. He has long been a resident of Noank.

Capt. Wm. R. Jeffries

The members of the local fishing fleet were shocked to hear of the drowning of Capt. William Risley Jeffries, a well known Stonington skipper who for some time has owned and commanded the 30 ft. *Mary Jane* and until recently owned and commanded the 40 ft. *Laura V.* Capt. "Jeff" had just returned to fishing after making extensive repairs on hurricane damage to the *Mary Jane* and met his death when he fell overboard in Great Salt Pond, Block Island, on the night of Friday, December 2nd.

Merry Christmas and Happy Sailing for 1939



Where to Ship

These companies are in the market for fish and shellfish.

BOSTON, MASS.

R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.

Booth Fisheries Corp., 309 West Jackson Blvd.
J. A. Klafin, 209 N. Union Ave.

NEW YORK, N. Y.

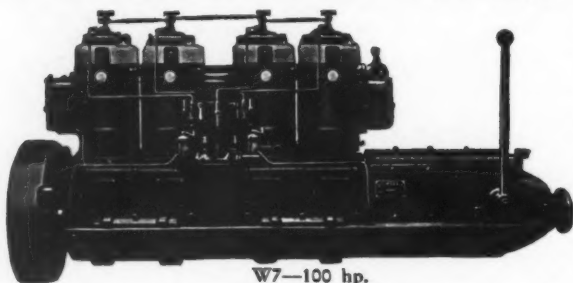
Beyer Fish Co., Fulton Fish Market.
Chesebro Bros. & Robbins, 4 Fulton Market.
John Dais Co., Fulton Market.
Eastern Commission Co., 19 Fulton Market.
International Fish Co., Inc., 111 Fulton Fish Market.
Lester & Toner, Inc., Fulton Fish Market.
South Fish Co., 112-113 Fulton Market.
Frank W. Wilkisson, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

Millers Snapper Yard, 1520 E. Montgomery Ave. (Live Snapping Turtles).
C. E. Warner Co., Inc., 8 Dock St. Fish Market.

BOLINDERS DIESEL ENGINES

IN COLD WEATHER THESE ENGINES ALWAYS START



W7—100 hp.

Frost is in the air and many engines feel it. But not a Bolinders. Bolinders Diesels will start and run in any kind of weather. Rain and snow can't stop them and even if coated with ice it's a simple matter to get them running. Bolinders always start. Install yours now and have a trouble-free winter. Do you know all the details about Bolinders, their ruggedness, freedom from repairs and economy? Nothing beats Diesels for economy — nothing beats Bolinders for Diesels. Write for details today.



BOLINDERS COMPANY, INC.

Office and Showroom: 33 RECTOR STREET, NEW YORK, N. Y.



... built by BETHLEHEM

Modern Diesel Trawlers recently built by Bethlehem include the *Harvard*, and sister ships for General Seafoods Corp., *Atlantic* and others for R. O'Brien & Co., and the *Shawmut* for Massachusetts Trawling Co. Besides construction facilities at the Fore River Yard, Bethlehem maintains two modern ship-repair yards on Boston Harbor.



BETHLEHEM STEEL COMPANY
Shipbuilding Division

GENERAL OFFICES: New York, N.Y., and Quincy, Mass.
BOSTON OFFICE: 75 Federal Street

New Brunswick

Sees Prospects for Boom in Sardine Industry

By C. A. Dixon

SOUTHERN New Brunswick weirmen are feeling good over the very favorable turn of events in the Maine sardine canning industry. They have not been so optimistic for several years in regard to prospects for better times all around in the sardine fishing and canning businesses. Already application for several new weir licenses have been made for government permits to build and equip new weir property at Deer Island and the adjacent islands. With the greatest shortage in history in the sardine pack of both Maine and other places, prospects for a boom in the industry are bright indeed. Fish will probably command good prices all the Spring and early Summer months, and possibly throughout the 1939 season.

Although new weirs will be built and new blood will enter the weir fishing game in 1939, there is no danger of any glut in the receipts of fish, as comparatively few weirs will be made ready for the catching of fish in the very early Spring. Dealers in twine and rope products envision a better business next year and will stock up accordingly, or on order as the Spring season opens.

As November drew to a close fish were scarcer in Charlotte County and along the Perry shore, but weirmen who got five hogsheds or so to a seining made excellent pay for their labor of but an hour or so in dipping the fish from the sea and scooping them aboard the sardine carriers.

Will Benefit from Trade Agreement

Naturally, Canadian line and trawl fishermen are pleased over the outcome of the new reciprocal trade agreement entered into between Canada and the United States for a period of three years. Substantial reductions in the duties on both salt and fresh fish exported from Canada to its big neighbor to the South, hold promise of bringing increased prosperity to thousands of fishermen in the Maritime provinces. Indications that there will be a speeding up of productive efforts on the part of all classes of fishermen are not wanting. With a reduction of duties on gear and equipment entering Canada have been handicapped through lack of sufficient equipment from the United States, it is expected that many fishermen who for the prosecuting of their vocation in an intensive manner, will now be able to purchase their requirements on a much larger scale than heretofore. Southern New Brunswick fishermen in particular will find their burden eased considerably by being given more favorable access to the American market for the purchasing of gear of all kinds. Despite the fact that the new agreement has received considerable criticism from many sections along the coast of New England, it is felt by many that in the end the reciprocal treaty will be mutually advantageous to both the United States and Canada.

Sardine Packers Reach Agreement

Following the period of economic warfare waged this Fall among the sardine packers in Eastern Maine for about two weeks, when auction prices for fish superceded the regular pay-by-the-case method of purchase which has been in vogue for several years at Eastport and Lubec and surrounding towns, a peace agreement was finally arranged.

All the packers in the Quoddy region on the American side of the international boundary line went into a huddle and later emerged with smiling faces and the announcement that all had agreed to revert from private sale and auction prices per hoghead to the case method of purchase, with each taking "turns" at the weirs, as usual.

The new rate of pay adopted by the Eastern Maine packers this Fall is \$1.00 a case according to the number of cases of canned fish obtainable from each hoghead. Lately, in the latter part of November, as high as thirty-five cases to each hoghead has been obtained and fishermen have got from \$30.00 to several dollars above this figure for fish of snipper size (small oils). A minimum price of \$15.00 a hoghead is being paid for larger fish, even if they pack out less than fifteen cases to the hoghead.

Lunenburg Gives Big Welcome To Home-Coming "Bluenose"

By H. R. Arenburg

ON the arrival of the champion fishing schooner *Bluenose* from successfully defending her trophy and her claim to the fastest fisherman in the North Atlantic fishing fleet, the citizens of the town and surrounding country turned out in force to give her a grand welcome home. A procession was formed at the dock which proceeded to the streets of the town to Jubilee Square where speeches of welcome and congratulations were made by the Mayor of the town and other prominent citizens. Later a banquet was tendered to Captain Walters and the members of his crew, when they were guests of the Town of Lunenburg. A movement is now on foot to work out some plan whereby the *Bluenose* can be retired from active fishing operations and be retained as a monument to the sail propelled fisherman, rapidly becoming extinct.

Fish Landings

The following are included in the fish landings during the month:

Schooner *Arthur J. Lynn*, Captain Foster Corkum, 410,000 pounds.

Marshall Frank, Captain Frank Risser, 295,000 pounds.

Sir Ernest Petter, Captain Napean Crouse, 255,000 pounds.

Pasadena II, Captain Cecil Walters, 230,000 pounds.

Harry W. Adams, Captain Arnold Parks, 210,000 pounds.

Howard Donald, Captain Guy Tanner, 205,000 pounds.

Schooner *R. B. Bennett*, Captain Elbourne Demone, 160,000 pounds.

Schooner *Jean and Shirley*, Captain Newman Wharton, 165,000 pounds.

Schooner *Dot and Hallie*, Captain Loren Ritcey, 150,000 pounds.

Schooner *Douglas and Robert*, Captain Calvin Tanner, 150,000 pounds.

Schooner *Mahaska*, Captain Orlando Lace, 150,000 pounds.

Schooner *Isabelle Spindler*, Captain Willett Spindler, 100,000 pounds.

Schooner *Muriel Isabel*, Captain Walter Crouse, 90,000 pounds.

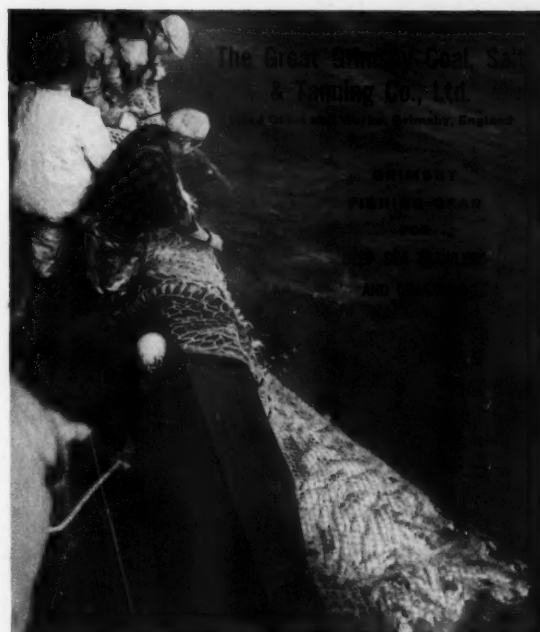
Makes Long Trip with Crew of Three

Tern schooner *E. P. Theriault*, in command of Capt. George Corkum, arrived at Lunenburg from Turks Island with a cargo of salt consigned to the Lunenburg Outfitting Company, Limited. Captain Corkum, with his 400 ton three-master made the trip from Turks Island to Lunenburg with a crew of only three, including himself, a feat which caused the salt bitten mariners of this old seaport town to shake their heads in amazement. The crew of the schooner deserted at Turks Island and as no other mariners were there available, Captain Corkum decided to come North with his skeleton crew and for a sailing ship the size of the *Theriault*, so inadequately manned, to make the trip from Turks Island to Lunenburg in so short a space as fourteen days and to arrive at her destination in good order is very short of miraculous. The crew of the *Theriault* consisted of the Captain, her mate, George Snow and a lad of eighteen years, Arthur Burns, who was making his first trip to sea.

Two Schooners Sold

Schooner *Progressive II*, which has been sold to Newfoundland parties was on the marine railway for an overhauling after which she proceeded to Newfoundland. The *Progressive II* was commanded by Captain Carman Knock while she operated with the Lunenburg fishing fleet.

Schooner *Mabel Dorothy*, commanded in the Lunenburg fishing fleet by Captain Foster Lohnes of Middle La Have, and which was recently sold to parties in Newfoundland arrived in port in tow of the tug *Marjorie V*, and was placed on the marine railway for an overhauling before proceeding to her new home port.



Stockists:

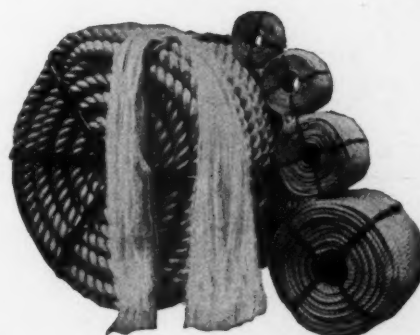
Messrs. F. J. O'Hara & Sons, Inc., 21 Fish Pier, Boston, Mass.

Messrs. F. W. Wilkinson, Inc., 16 Fulton Fish Market, New York

The John Chisholm Fisheries Co., 35 Wharf St., Gloucester, Mass.

The Mullins Fishing Gear, Pier 4, New Bedford, Mass.

Westerbeke Fishing Gear Co., Inc, 279 Northern Ave., Boston.



"There is no better rope"

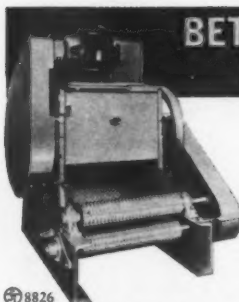
New Bedford Cordage Co.

General Offices: 233 Broadway, N. Y. C.

Boston: 10 High St.

Chicago: 230 W. Huron St.

Mills: New Bedford, Mass.



**BETTER ICE FLAKES
COST NO MORE**

Crack your ice with the new model Creasey Ice Breaker. Equipped with adjustable Mico Sizing Rolls, it enables you to regulate the maximum size flakes. The results are better icing, less slush, less waste. Save time and ice, keep your catch in better condition. Sizes from 50 tons per hour down to hand operated models. Write for new Bulletin 113.

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GIFFORD-WOOD CO., HUDSON, N. Y.


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PLYMOUTH

● Under every test of the hardest sort of service, you will find Plymouth always *The Rope You Can Trust*

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**SHIP BRAND
MANILA**

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**SUPERIOR
MADE BY
FROST
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**FROST BRAND
"SUPERIOR"
OIL CLOTHING**

A first quality garment made to meet the requirements and approval of the fishermen.

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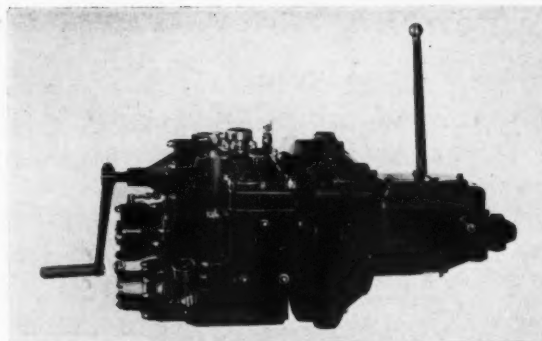
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YOUR GUARANTEE of quality in all standard types and sizes of Fishing Rope Gear, waterproofed, lubricated, treated and specially laid for each particular use, is Wall's century-long service to Fishermen.

Stocks in all Fishing Centers

WALL ROPE WORKS, Inc.
48 South Street, New York, N. Y.
Factory: Bevedy, N. J.

FOR THE MARINE INDUSTRY



Covic Diesel Type T-2-M.

Covic Distributors Named

NATIONAL distribution for Covic Diesel engines is being rapidly completed by the Northhill Company, Inc., Los Angeles manufacturers, through a series of dealer demonstration meetings in all parts of the country, followed by the appointment of distributor and dealer organizations.

Regional managers for the Covic Diesel division of the Northhill Company were named last month in several territories. R. K. Johnson and David Bennett will make headquarters at 90 Pine Street, New York City, and jointly handle the Atlantic Coast North of Norfolk, Va. J. E. Oliphant will work from Marion, Ohio, to serve Ohio, Kentucky, Tennessee and West Virginia. Louis Swenson will have headquarters in Chicago for the territory from that city to St. Louis.

Distributors named for the New England and North Atlantic territories include Warren Norge Company, Inc., of New York City; Banthin Body Company, Inc., Bridgeport, Conn.; Larson Marine Company, Boston, Mass.; Bazzaro Engineering Company, Washington, D. C., and Sol Brancato & George Levine, New Haven, Conn. Announcement of distributors for midwest territories and Southern states will follow meetings in those districts.

Deliveries of the American engine are now being made to these distributors from the Northhill factory.

Marine types include hand starting and complete electrical models for main power in boats up to 35 ft., auxiliaries in 50 ft. sailboats and generating sets. Covic Diesels are of minimum weight and size, easy hand starting and have minimum vibration.

"Caterpillar" Appointments

THE post of general sales manager of Caterpillar Tractor Co. goes to Donald A. Robison, Treasurer of the Company. W. J. McBrien, domestic credit manager, has been promoted to head of the Treasury Department.

Mr. Robison's rise at "Caterpillar" has been a steady and a rapid one. He joined the Company's Western division at San Leandro, Calif., in 1926, and was assigned manual labor in the parts store room. From the factory he went into the Parts Department office the following year, and then to the Credit Department as a clerk. He was lent to the Sales Department on special assignment, then returned to be promoted to assistant credit manager, to cashier and then to credit manager of the Western division.

Coming to the Peoria offices in 1930, Mr. Robison again won promotion three years later as assistant treasurer, and in 1937 was elevated to Treasurer.

W. O. Bates, Jr., who recently was transferred from the San Leandro, California, offices of Caterpillar Tractor Co., to become head of the Patent Department at Peoria, has been appointed a Vice-President of the company.

Mr. Bates is a graduate of Cornell University with a degree of Mechanical Engineering. Immediately after his graduation, he joined his father and brothers as an executive of the firm, The Bates Machine & Tractor Co., of Joliet, Illinois. This pioneer company, manufacturer of the "Bates Steel Mule", a track-type tractor, had been founded by his father in 1880.

TANGLEFIN NETTING
"CATCHES MORE FISH"
 LINEN & COTTON GILL NETTING
 SEINE, POUND & TRAP NETTING
LUDLOW MANUFACTURING & SALES CO.,
 NATIONAL NET & TWINE DIVISION
 211 CONGRESS ST., BOSTON, MASS.

Michigan Wheel New Stations

MICHIGAN Wheel Corporation announces the appointment of three additional Machined-Pitch propeller repair and service stations as follows: Rich Marine Sales, foot of Amherst St., Buffalo, N. Y., Boat Sales, Inc., 2911 Detroit Ave., Cleveland, Ohio, and Draper Motors, 9680 Grinnell Ave., Detroit, Michigan.

These new stations will be provided with the complete pitch block equipment to handle the accurate servicing of all types of propellers, and the work at these new stations will be handled by mechanics that have had factory training.

These service stations will also act as distributors, carrying representative stocks.

Western Electric Appoints Lack

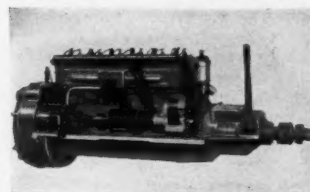
FREDERICK R. Lack, formerly director of vacuum tube development at Bell Telephone Laboratories, has been appointed General Commercial Engineer of the Western Electric Company. He will have charge of the sale, through the Company's distributors, of Western Electric products outside of the Bell System, including the by-products of telephone research such as broadcasting equipment; aviation, police and marine radio; public address system; hearing aids; train dispatching systems, etc.

Mr. Lack entered Western Electric in 1911 upon graduating from high school. He served in the Signal Corps during the World War. Subsequently he directed the installation of a radio link between Peking and Tientsin and installed the first multiplex teletypewriters for the Japanese Government, receiving in recognition the Order of the Rising Sun.

Entering Harvard as a special student, he earned a degree with high honors in two and a half years. At Bell Telephone Laboratories he then engaged in the research preliminary to short wave transatlantic radio and supervised the Bell System's first installation of ship-to-shore radio on the *Leviathan*.



**2 to
150 H. P.**



The Palmer Line includes a full range

of engines from 2 to 150 horse-power. All are sturdy, dependable, accessible and economical. Send for catalog.

**PALMER BROS. ENGINES, INC.
COS COB, CONNECTICUT**

Export Office: 44 WHITEHALL ST., N. Y.
Sales Office: 102 E. 25th St., New York

Dealers in principal coastal cities

POWER BOY

6 cyl., 40 hp. at 1400 rpm.

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ENGINES**

The Linen Thread Co., Inc.

Gold Medal Cotton Nets and Twines

A. N. & T. Coy Linen Nets

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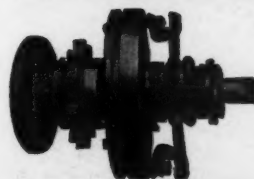
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Original
Flax Packed
STERN BEARINGS

New Bedford, Mass.

KINNEY CLUTCHES



for
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and other auxiliaries
on Small and Large Boats

Write for Bulletin

KINNEY MANUFACTURING CO.

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**When You Ship FISH, LOBSTERS
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FOR BEST RESULTS SHIP TO
R. S. HAMILTON COMPANY**

On the Boston Market over 30 Years
17 Administration Building Fish Pier, Boston, Mass.

JOHN G. ALDEN

NAVAL ARCHITECT MARINE ENGINEER
Specializing in Diesel vessel design
131 STATE STREET BOSTON, MASS.

UNUSUAL BARGAINS

We have four Fairbanks Morse C.O. marine engines, semi-Diesel, in good condition, used only in fresh water—write us for particulars. 300 hp., six cyl., 200 hp., four cyl., 150 hp., three cyl., and 100 hp., four cyl. Also many other engines, freight boats and work boats of all sizes. KNOX MARINE EXCHANGE, CAMDEN, MAINE.

USED BOLINDERS W7 DIESELS

One 50 hp. and one 100 hp. for sale. Completely overhauled and in excellent condition. Bolinders Co., Inc., 33 Rector St., New York, N. Y.

FOR SALE

1—60 hp. Bessemer heavy duty 3 cylinder $7\frac{1}{2}$ x $10\frac{1}{2}$ marine engine, \$1,500.00.

FLECK ENGINEERING CO.

821 Key Highway Baltimore, Maryland

FOR SALE

Smack

Smack *Edward J.*, 63 ft. x 14 ft. 4 in. x 6 ft. Powered with a 45 C.O. Has electric lighting plant. Engine and boat as good as new. Price reasonable. E. Jameson & Sons, Portsmouth, N. H.

Rebuilt Engine

Rebuilt four cylinder, 40 hp. Lathrop engine, in A-1 condition—\$400. Address Tom Ozio, Morgan City, La.

Suits of Sails

Two suits of sails from 98 ft. schooner yacht. Frank Upson, Sail Maker, New Haven, Conn.

Dragger

Dragger *Absegami*, 71 ft. x 16.2 ft. x 5.7 ft., 120 hp. twin screw pair Atlas Imperial engines, 60 hp. each and used only 5 months. Atlas Diesel Engine Corp., 115 Broad St., New York, N. Y.

Power Boat

41 ft. power boat fitted for dragging or scalloping. Has two new beam trawls one five in. mesh, one three in. mesh. 300 fathoms new steel cable. Brown hoist, scallop drag in fine condition. Power 4 cyl., 56 hp. Gray engine. A fine boat for dragging, trawling, scalloping or lobstering. For particulars and picture of boat address Box GMC, Atlantic Fisherman, Goffstown, N. H.

Wolverine Installations

THE oyster boat *Catherine M. Wedmore*, owned by Charles K. Wedmore of New Haven, Conn., has just had installed a new 100 hp., 4 cycle Wolverine Diesel engine.

A 220 hp. Wolverine Diesel engine of the direct air reversing type has recently been installed in the boat *Caspian* of Wildwood, N. J.

New Distributors for Pettit

THE Pettit Paint Co., Inc., of Belleville, New Jersey, reports a healthy increase in sales for 1938. John L. Pettit and John A. Pettit have just returned from a trip through the middle West where the following new distributors were established. Motor Boat Sales & Service, Inc., Navy Pier, Chicago, Illinois; Bergs, Inc., Madison, Wisconsin; Inland Marine Corporation, Minneapolis, Minnesota; Primm Marine Corporation, Davenport, Iowa; John A. Biewer, St. Clair, Michigan.

New Portable Sander

BRINGING new speed, efficiency and convenience to small-boat owners and to marine workers, builders and refitters, a nine-pound, portable electric belt sander has just been announced by the Syracuse Guild Tool Company, of Syracuse, N. Y. Featured for its handy compactness and moderate price, this new power tool was especially designed to make available to the average workman the advantages of the belt-type sander, and to eliminate the costly drudgery of hand sanding, surfacing and refinishing. It is known as the GuildSander, Type A-2.

Light in weight, the GuildSander is usable in any position. It has the power to do all types of sanding and the adaptability to sand all straight or slightly curved surfaces. The front pulley may even be used as a spindle sander. Special buffing and rubbing belts are afforded for rubbing down varnish and metal finish. And where rust is to be chipped, or paints, varnishes and other surfacing materials are to be removed, it is a valuable time and labor-saver.

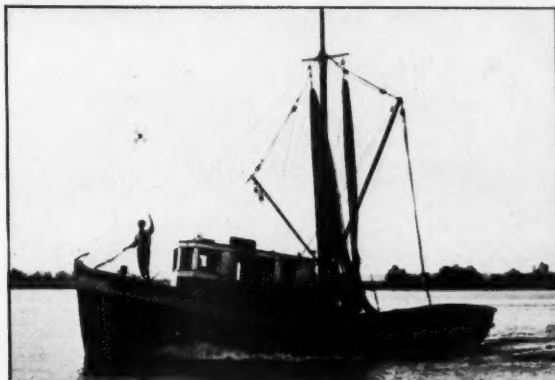
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Superior Diesels AMONG THE SHRIMPERS



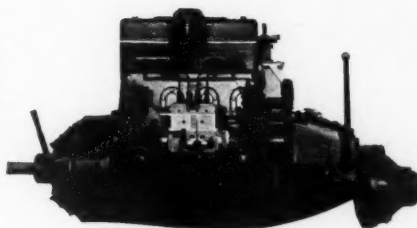
G-MAN



NATAL

In July of 1936, John Santos Carinhas advised that if his new Superior Diesel in the G-MAN proved satisfactory he would within two years repower his entire fleet with Superiors.

On October 10th, 1938, he made good this promise by purchasing his ninth Superi-



or Diesel for the shrimper J. J. HANSON.

The Superior Diesel Marine Engine has won the confidence of Shrimp fishermen everywhere. In Florida and Gulf waters over sixty-five shrimp boats are now powered with this 100 per cent Marine Diesel Engine.

St. Augustine, Florida
October 16, 1937

National Supply Company of Delaware,
Philadelphia, Penn.

Gentlemen:

After four months' service with a Superior Engine in my shrimp trawler, "G Man", results were so satisfactory that I installed five more Superior Diesels in less than six months' time, thus out of my fleet of nine boats today six of them are powered with Superior Diesels.

During my many years' experience as a shrimp dealer on the East Coast I have bought many different engines, but never have I found a better engine for the shrimp business than the Superior Diesel.

We find the Superior Diesel economical in that it operates at approximately half the cost of any other engine we have used up to this time. As for speed, our 48 ft. trawler, "Whoopee", can reach ten knots without any trouble, which is important in returning the catch to port in time to reach the current day's market.

Our Superiors are efficient in that they operate day in and day out, 12 and 14 hours at a time and often as long as three days at a time without stopping, and never have failed us.

Our catches have increased among the six boats in which we installed Superior Engines. This was evidenced on the first trip of the "Whoopee" when she returned with a single day's catch of 1,100 pounds, which is considered very good fishing in the summer.



Very truly yours,

John Santos Carinhas

Dunwock, Georgia
September 10, 1937

National Supply Company of Delaware
Superior Engine Division
Philadelphia, Pa.

Gentlemen:

I have been shrimp fishing for the past 18 years from Florida to Texas during which time I have had experience with many engines, however my past three month's experience with a Superior Diesel, aboard the 45 ft. shrimp trawler "Natal", has convinced me that this engine is a leader in its field.

I particularly prefer a Superior Diesel for many reasons. In the first place, it is very economical to run, has plenty of power and speed. Further, it is very easy to operate and has a most attractive feature in its self-starter, which eliminates the tiresome moments of cranking an engine.

On leaving the docks in the morning, I merely push a button, start my engine, oil it once and never look at it again until we return with our catch.

Last week in five days fishing out of this port, we returned with a total catch of 200 bushels. This fact speaks for itself as we believe that our Superior Diesel plays a great part in our increased production.



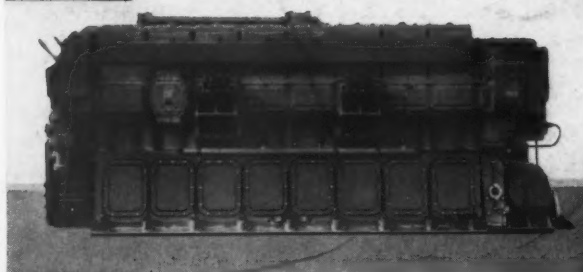
Very truly yours,

Frank Hendes
Frank Hendes

THE NATIONAL SUPPLY COMPANY . . . SUPERIOR ENGINE DIVISION

FACTORIES: Springfield, Ohio; Philadelphia, Pa. SALES OFFICES: Springfield, Ohio; Philadelphia, Pa.; New York, N. Y.; Los Angeles, Calif.; Houston, Texas.

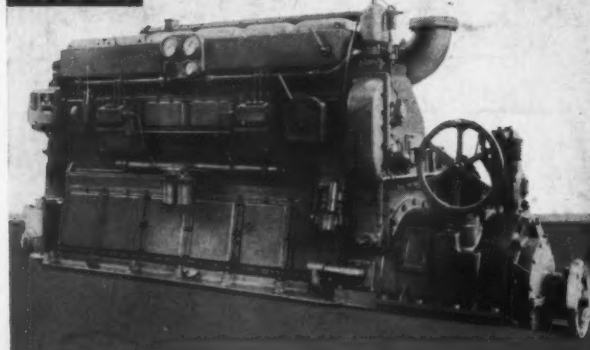
TYPE-EN



TYPE-FP



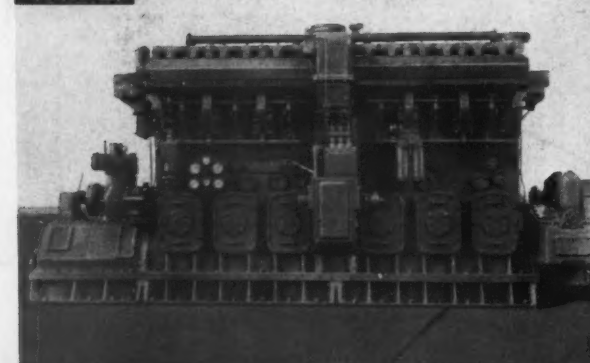
TYPE-GN



TYPE-JTB



TYPE-LT



TYPE-EN—"Pride of both Coasts." Three and four cylinders with marine gear; six and eight cylinders direct-reversing. 80 to 275 hp.

MORE TRIPS

TYPE-FP—"Trim and Dependable." Three and four cylinders with marine gear; six and eight cylinders direct-reversing. 95 to 325 hp.

SAFER TRIPS

TYPE-GN—"Built for Heavy Duty." Three and four cylinders with marine gear; six and eight cylinders direct-reversing. 125 to 450 hp.

LOWER COSTS

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